

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXIV., No. 10.]

SATURDAY, MARCH 9, 1878.

[WHOLE No. 2,185, VOL. LI.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

## PRINCIPAL CONTENTS.

Pennsylvania Railroad.....	261
Southern Pacific Railroad.....	261
Chicago and Alton Railroad.....	262
Railroad and Canal Dividend Statement.....	264
Railroad Bond and Share Lists.....	265, 274
Central Pacific Railroad.....	280
Public Debt Statement.....	280
Quicksilver Mining Co.....	280
Financial and Commercial Affairs.....	281
Union Pacific Railroad.....	283
Railroads of Rhode Island.....	284
Northern Central Railway.....	285
The Silver Bill.....	285
Hoosac Tunnel.....	286
Northern Railway of Canada.....	286
Cleveland and Pittsburg Railroad.....	286

## American Railroad Journal.

New York, Saturday, March 9, 1878.

### Pennsylvania Railroad.

The earnings of the main line and branches of the Pennsylvania Railroad from Pittsburg to Philadelphia for the year ending December 31, 1877, were \$18,983,456 25, the expenses \$10,751,138 64, and the net earnings \$8,232,317 61. To the above is to be added interest received from cash investments and securities \$2,165,862 16, and from branch roads for use of equipment \$345,720 00, making the total earnings \$10,743,899 86. From this is to be deducted for rentals of branch roads, interest on the funded and unfunded debt, &c., \$4,679,971 30, making the net income of the main line and branches \$8,063,928 56.

The earnings of the New Jersey division, including canal and branch roads, were \$8,960,697 23, expenses \$6,227,701 26, and the net earnings from operating, \$2,732,995 97; interest on investments \$221,525 39—total, \$2,954,521 36. The total payments on account of dividend, interests, &c., were \$4,487,039 40, making a net loss on this division of \$1,482,518 04, leaving the balance to profit and loss on the main line, after deducting loss in operating United Railroads and Canal, of \$4,581,410 52.

The total earnings of the Philadelphia and Erie Division were \$3,172,992 70, the expenses \$2,049,627 34 and the net earnings \$1,123,365 36. Deducting \$239,189 90, interest charged on equipment, the net earnings applicable to pay interest amounts to \$884,175 46.

Out of the balance of net earnings stated above at \$4,581,410 52, there was paid in dividends, and State tax on same, \$2,586,076 01, leaving a balance to credit of profit and loss in favor of the lines east of the cities of Pittsburg and Erie of \$1,995,334 51. The exhibit thus made shows that the net income of the company for the past year was a fraction over six per cent.

The deficiencies in the companies connected with the road to meet their liabilities during the same period were \$975,026 31. Deducting these from the above balance of \$1,995,334 51, leaves a balance to profit and loss of \$1,020,308 20. The final summary of the report makes the following exhibit: amount to credit of profit and loss December 31, 1876, \$10,054,197 93. Balance to credit December 31, 1877, \$1,995,334 51, to which is to be added \$461,868 40 realized from old accounts, making an aggregate of \$12,511,399 94. Against the above there were charged off during the past year as bad debts, reduction in value of securities and losses \$10,164,017 94, making the actual balance to the credit of profit and loss on December 31, 1877, \$2,347,382.

The earnings on all the lines east of Pittsburg and Erie in 1877 were \$31,117,146 18; and the expenses, including rentals and interest on equipment, \$20,932,728 49—leaving as net earnings \$10,184,417 69.

On all the lines west of Pittsburg the earnings were \$23,042,574 15, the expenses \$15,044,982 34, and the net earnings \$7,997,591 81: from which deduct rentals, interest, dividends, etc., \$7,925,673 95—leaving as net profit \$71,917 86.

The gross earnings of all lines east and west of Pittsburg were \$54,159,720 33, the expenses (excluding rentals, interest, dividends, etc.,) \$34,022,329 40, and the net earnings \$20,137,390 93.

The number of tons of freight carried east of Pittsburg and Erie was 18,405,711; do. carried one mile, 2,180,459,888. Number of tons of freight carried west of Pittsburg, 14,870,384; do.

carried one mile, 1,459,762,931. Total number of tons, 33,276,095; total mileage of do., 8,640,222,819.

Number of passengers carried on all lines east of Pittsburg and Erie, 18,007,882; do. carried one mile, 298,752,730; number carried west of Pittsburg, 7,753,123; do. carried one mile, 244,344,440. Total passengers carried, 20,760,955; do. carried one mile, 543,097,170.

### Southern Pacific Railroad.

The report of the Southern Pacific Railroad Company was filed in the office of the Secretary of State of California on the 19th ult. From this we learn that the amount of capital stock authorized is \$90,000,000; amount subscribed, \$38,122,000; actually paid in, \$36,763,900. Expended for the purchase of lands, \$611,086 95; for construction of road, \$63,561,059 19; for buildings, \$791,266 38; for engines, \$533,127 32; for cars, \$1,219,127 94. Indebtedness of the company, \$29,800,000 on first mortgage bonds, and \$1,188,626 62 on personal accounts. Amount due the company, \$67,267 14. Amount received from transportation of passengers, property, mails, express matter, and from other business of the road, \$3,961,606 61. Amount of freight transported, 142,476 tons. Paid for repairs and current expenses, \$2,005,358 66. The amount of freight carried, as given above, applies to the northern division of the road, all that portion south of Goshen being operated under lease to the Central Pacific Railroad Company, and to be embraced in the report of that company. The company have 20 engine houses, 13 repair shops, 43 engines, 68 passenger, 10 baggage, 3 paymaster and boarding, 924 freight, 12 dump, 117 hand, 63 section and 20 water cars.

The report for December last of Mr. Hugh J. Jewett, receiver of the Erie Railway Company, was filed in the office of the County Clerk on the 28th ult. It is shown in the report that the balance on hand on the first of the month was \$456,947 41, that the receipts for the month were \$3,270,298 17, the disbursements, \$2,703,679 47 and balance on hand at the close of the month \$476,618 70. The report further states that at the close of the month the certificates of indebtedness outstanding amounted to \$1,482,028 86.

## Chicago and Alton Railroad.

## DIRECTORS' FIFTEENTH ANNUAL REPORT.

To the Stockholders of the Chicago and Alton Railroad Company:

The Board of Directors submit the following Report for the year ending December 31st, 1877:

## LENGTH OF ROAD OPERATED.

	Main Track.	Second Track.	Side Track.
Chicago to Joliet (leased).....	37.20	86.48	18.52
Joliet to East St. Louis (owned).....	248.50	25.56	53.44
Dwight to Washington & Branch to Lacey (owned).....	79.80		6.71
Roodhouse to Louisiana (owned).....	38.10		8.75
Coal Branch (owned).....	3.98		2.80
Chicago and Illinois River (leased).....	23.86		1.81
St. Louis, Jacksonville & Chicago (leased).....	150.60		12.96
Louisiana and Missouri River R. R. (leased).....	100.80		9.56
	677.84	62.06	109.55

Number of stations upon the several lines, 136—of which 116 are in Illinois, and 20 in Missouri.

## CAPITAL STOCK.

Preferred shares.....	\$2,425,400
Common shares.....	10,065,300
Convertible scrip outstanding.....	72
Total.....	\$15,490,772

## FUNDED DEBT.

First Mortgage Sinking Fund bonds, due November 1st, 1877.....	\$2,000
First Mortgage 7 per cent bonds, due January 1st, 1893.....	2,383,000
Income bonds, 7 per cent, due January 1st, 1888.....	1,083,000
Consolidated 6 per cent Sterling bonds, due July 1st, 1903, £900,000, say.....	4,379,850
St. Louis, Jacksonville and Chicago Railroad bonds, assumed in purchase of road from Roodhouse to Louisiana, First Mortgage 7 per cent, maturing April 1st, 1894.....	564,000
Second Mortgage 7 per cent, maturing July 1, 1898.....	188,000
Total stock and bonds.....	\$21,090,622

The amount of capital stock remains the same as at the date of our last annual report, with the exception of a small amount of scrip which has been retired and canceled.

The bonded debt of the company has been reduced during the year \$30,000.

The stock and bonds issued by your company represent the cost of the lines owned by it, and the expenditures made for improvements and rolling stock upon lines held under lease.

In pursuance of the terms under which the several leased lines are held and operated, there has been expended upon them for improvements and additions an aggregate sum amounting to about \$4,600,000, which deducted from the total amount of stock and bonds above stated, leaves a balance of \$16,490,622, represented by the lines of railway and other property owned by your company, and by leasehold interests in other lines above designated. The sum last named is equal to about \$38,500 for each mile of main track owned by your company.

## GROSS EARNINGS.

	1876.	1877.
From passengers.....	\$1,218,820 91	\$1,211,851 78
freight.....	3,541,846 07	3,067,769 22
" express.....	98,963 33	84,842 66
" mails.....	97,969 00	98,160 29
" miscellaneous.....	3,429 38	1,719 18
Total.....	\$4,960,528 69	\$4,464,843 08

## OPERATING EXPENSES.

	1876.	1877.
For conducting transportation.....	\$722,041 16	\$684,473 24
For motive power.....	738,888 20	637,490 82
For maintenance of way.....	819,863 50	668,044 99
For maintenance of cars.....	263,303 92	231,882 79
For general expenses.....	151,963 57	140,113 78
Total.....	\$2,691,061 11	\$2,357,005 62

## SUMMARY OF EARNINGS AND EXPENSES.

	1876.	1877.
Earnings from all sources.....	\$4,960,528 69	\$4,464,843 08
Operating expenses.....	2,691,061 11	2,357,005 62
Net earnings.....	\$2,269,467 58	\$2,107,837 46
Operating expenses equal per cent of gross earnings....	54.25	52.79
Decrease in gross earnings.....	\$496,185 61	
Decrease in operating expenses.....	334,055 49	
Decrease in net earnings.....	\$162,130 12	

	1876.	1877.
Gross earnings per mile of road.....	\$7,818 14	\$6,586 13
Expenses per mile of road.....	3,970 05	3,477 23

Net earnings.....	\$3,348 09	\$3,108 90
-------------------	------------	------------

## INCOME ACCOUNT.

Balance at the credit of this account, January 1, 1877.....	\$23,126 87
Gross receipts from traffic.....	4,464,843 08
Total.....	\$4,487,969 95

Disbursements:	
Interest on funded debt.....	\$574,371 81
St. Louis, Jacksonville and Chicago R. R. Co., rent.....	268,366 53
Joliet and Chicago R. R. Co., rent.....	131,980 00
Louisiana and Missouri River R. R. Co., rent.....	123,620 00
Back taxes.....	8,667 15
Sinking Fund bonds redeemed.....	26,000 00
Sinking Fund bonds redeemed 1875....	2,000 00
Dividends Nos. 28 and 29.....	926,898 50
Amount appropriated to credit of Louisiana & Missouri River R. R. Co., special bond account.....	48,496 90
Operating expenses, including Miss. River Bridge and taxes on property due in 1877, less surplus of appropriation for supplies.....	2,312,456 57
	4,422,857 46

Balance, December 31, 1877.... \$64,612 49

The bill before the Legislature, at its last session, changing the mode of imposing taxes upon railroad property, to which reference was made in our last annual report, passed the State Senate, but was not reached in the House of Representatives in season for definite action. Notwithstanding this failure to obtain proper legislation, the State Board of Equalization, at its session in August last, reached the result intended to be accomplished thereby, by a resolution, adopted with only two dissenting votes, that "A fair and equitable assessment of the tangible property of railroads leave nothing to be assessed as capital stock."

This body is a permanent one, and it is thought

that after this deliberate expression of its conclusion no attempt will be made to tax the capital stock of your company in future. In pursuance of this resolution, no taxes were imposed upon the capital stock of railroads for the year 1877. The back taxes upon capital stock for the year 1874, amounting to \$132,472 26; for 1875, amounting to \$116,663 73, and a portion of those for 1878, amounting to about \$75,000, will probably have to be paid during the present year. The taxes upon capital stock for the year 1876 are enjoined, and, according to a late decision of the Supreme Court of this State, cannot be collected.

The general assets of the company, at the close of the year, in addition to its railway and equipment, consisting of supplies, fuel, etc., on hand for future use, securities of the Mississippi River Bridge Company, bills and accounts receivable, stock, cash, and cash assets considered good in excess of bills and accounts payable, amount to about \$1,800,000, which may be considered the accumulated surplus in which is included the balance to the credit of Income Account.

The Mississippi River Bridge has been leased by this company from December 31, 1877, in perpetuity, at a fixed rent of \$68,000 per annum, which rent our company has agreed to apply in payment of 7 per cent dividends on \$300,000 of the stock of the Bridge Company, and 6 per cent interest on \$700,000 of its 35-year mortgage bonds, with a covenant to retire said bonds at maturity, after which the amount of rent will be reduced to \$21,000 per annum, the amount required to pay 7 per cent dividends on the stock.

The Mississippi River Bridge Company's capital stock and indebtedness is represented by the amounts above named, and it is agreed that no more stock and no more bonds shall ever be issued.

The net earnings of the Mississippi River Bridge for the year, based upon rates corresponding with those charged on similar traffic over the bridges at Hannibal and Quincy, after deducting taxes and all expenses for operations and repairs, amount to \$112,018 86, or \$49,018 86 more than the annual rent.

In consideration of money advanced and used in the construction of the Bridge, the several amounts of capital stock and mortgage bonds above named have been sold to our company and are now held by it.

The net profit derived from traffic during the year, after deducting therefrom all fixed charges, rents, taxes on property, and expenses properly chargeable thereto, is equal to 7.58 per cent on the share capital of the company outstanding, both preferred and common.

## PASSENGER TRAFFIC.

The number of passengers transported during the year was 860,257, a decrease of 13,618 or 1.55 per cent compared with that of the preceding year; the proportion between through and local passengers being 5.68 per cent of the former to 94.32 per cent of the latter.

The number of through passengers transported shows a decrease of 1,544, compared with that in 1876.

The number of local passengers transported was, in 1876, 824,218; in 1877, 812,144; a decrease of 12,074 passengers.

The average distance traveled by each passenger, in 1876, was 47.18 miles, and in 1877, 47.36 miles.

Average rate paid per mile by all passengers was, in 1876, 2.956 cents; in 1877, 2.974 cents.

Average rate per mile paid by local passengers being 3.329 cents in 1876, and 3.360 cents in 1877.

Average rate per mile paid by through passengers being 2.210 cents in 1876, and 2.274 cents in 1877.

Average fare paid by all passengers being \$1 39 in 1876, and \$1 41 in 1877.

Earnings by transportation of passengers from other roads in 1877, \$165,891 77; during 1877, \$151,682 30—decrease, \$14,209 47.

Earnings by transportation of passengers to



other roads in 1876, \$138,198 18; and in 1877, \$148,603 02—Increase \$10,414 84.

Earnings by transportation of local passengers in 1876, \$914,780 96; in 1877, \$911,566 46—decrease, \$3,164 50.

Number of passengers carried one mile in 1876, 41,281,777; in 1877, 40,743,271—decrease, 488,506.

	1876.	1877.
Number of passengers transported to Chicago.....	89,779	89,188
Number of passengers transported from Chicago.....	102,421	97,603
Number of passengers transported to St. Louis.....	72,574	78,830
Number of passengers transported from St. Louis.....	71,885	75,292
Number of passengers delivered to St. L., K. C. & N. Railway, at Mexico.....	11,170	13,974
Number of passengers received from St. L., K. C. & N. Railway, at Mexico.....	5,450	4,578

## FREIGHT TRAFFIC.

The freight transported during the year amounted to 1,560,188 tons; a decrease of 258,047 tons, or 14.1 per cent over that of 1876.

The through freight amounted to 346,067 tons; an increase over that of the preceding year of 64,082 tons, or 22.72 per cent.

The local freight amounted to 1,214,121 tons; a decrease of 322,184 tons, or 21 per cent, compared with that transported in 1876.

The proportion between through and local freights being 22.18 per cent of the former to 77.82 per cent of the latter.

In 1876 the proportion of through and local freights transported was 14.50 per cent of the former, and 85.50 per cent of the latter.

The number of tons of freight transported one mile was, in 1876, 217,835,161 tons; in 1877, 211,947,565 tons—decrease, 5,887,596, or 2.7 per cent.

The average rate per ton per mile for transporting freight was, in 1876, 1.626 cents; in 1877, 1.447 cents—decrease in rate, 0.179 of one cent.

The average distance each ton was transported was, in 1876, 119.80 miles; in 1877, 135.85 miles—Increase, 16.05 miles.

The amount of freight delivered to the St. L., K. C. & N. Railway, at Mexico, was, in 1876, 81,245 tons; in 1877, 77,372 tons—decrease, 3,873 tons, or 4.7 per cent.

The amount of freight received from the St. L., K. C. & N. Railway, at Mexico, was, in 1876, 112,647 tons; in 1877, 98,258 tons—decrease, 19,389 tons, or 17.2 per cent.

The amount of freight transported to Venice and East St. Louis was, in 1876, 166,326 tons; in 1877, 136,359 tons—decrease 29,967 tons, or 18 per cent.

The amount of freight transported from Venice and East St. Louis was in 1876, 149,068 tons; in 1877, 178,243 tons—Increase 29,175 tons, or 19.6 per cent.

The amount of freight transported to Chicago was, in 1876, 819,472 tons; in 1877, 723,263 tons—decrease 96,209 tons, or 11.7 per cent.

The amount of freight transported from Chicago was, in 1876, 278,107 tons; in 1877, 258,406 tons—decrease 19,701 tons or 7.1 per cent.

The aggregate mileage of freight cars on your lines during the year 1876 was 34,262,381; in 1877, 32,776,748—decrease, 1,486,633, or 4.3 per cent.

The average tonnage of all freight cars hauled in regular freight service, loaded and empty, was, in 1876, 6.441 tons, in 1877, 6.466 tons per car.

The whole number of miles run by locomotives during the year, was 3,618,198 miles; being 195,268 miles less than 1876.

The cost per mile run for repairs, wages of engineers and firemen, fuel, oil, waste cleaning, etc., was 17.62 cents; in 1876, 19.19 cents.

Of the whole amount of operating expenses 62 per cent was paid for labor and personal services; 33 per cent for supplies of various kinds purchased, and 5 per cent for miscellaneous expenses.

The number of locomotives and cars upon your lines at the close of the year is the same as last reported, comprising 156 locomotives, 161 of which are constructed for burning coal and 5 for burning wood.

Forty-three locomotives are equipped with the Westinghouse Automatic Air Brakes, and nine with the same description of air brakes applicable to driving wheels.

The cars owned by your company consist of 98, for use in passenger trains, and 8,080 freight cars of different kinds. Ninety-four of the passenger coaches and other cars, designed for use in passenger trains, are equipped with the Westinghouse Automatic Air Brake.

## PERMANENT WAY.

The policy of substituting steel rails for those of iron, and permanent structures for those of perishable materials, has been steadily pursued by your company, and very great improvement has been made during the year.

Number miles main track laid with steel... 4173 2

Number miles main track laid with iron... 322 58

Number miles main track laid with steel in 1877..... 82 50

## IMPROVEMENTS.

The expenditures during the year under this head embrace the additional cost of substituting iron bridges and masonry in the place of wooden structures rebuilt, and the additional cost of steel over iron rails used in renewals, additional side tracks, buildings, etc., making an aggregate of \$126,929 44.

## GENERAL BALANCES, December 31, 1877.

Cost of road and equipment.....	\$18,274,828 40
Machinery and tools in shops.....	184,040 76
Louisiana and Missouri River Railroad construction.....	2,317 86
Western Division construction.....	1,109,312 17
Coal City Branch construction.....	42,765 93
Louisiana Branch construction.....	1,889,537 92
Samuel J. Tilden and Lewis H. Meyer, Trustees, bonds, etc., in their hands, per contra.....	37,813 39
Bonds held by same on renewal account.....	50,000 00
Chicago and Mississippi R. R. Co. bonds, etc., owned by this company.....	2,500 00
St. Louis, Jacksonville and Chicago Railroad Co. stock.....	7,426 04
F. B. Blackstone, Trustee, interest in palace cars.....	20,000 00
T. B. Blackstone, Trustee, of C. & A. R. R. Co. stock.....	127,600 00
Joliet Iron and Steel Co. stock.....	15,273 38
Inter-State Industrial Exposition stock.....	1,000 00
Mississippi River Bridge Co. stock, held for redemption of Louisiana and Mo. River R. R. Co. bonds.....	300,000 00
Mississippi River Bridge Co. bonds, held for redemption of Louisiana and Mo. River R. R. Co. bonds.....	150,000 00
Mississippi River Bridge Co. bonds.....	550,000 00
Township bonds.....	14,000 00
Income bond scrip.....	1,121 40
Tilden and Meyer, Trustees of Sinking Fund bonds, cash in their hands to redeem bonds, exclusive of interest.....	22,626 71
Post Office Department, for mail service.....	22,535 78
Louisiana and Missouri River R. R. Co., advances for interest over rental due it.....	265,736 50
Kansas City, St. Louis and Chicago R. R. Co., preliminary survey, etc.....	11,831 00
State of Illinois, transportation during miners' strike.....	4,014 99
Due from stations.....	73,614 19
Cash on hand.....	101,647 68
	\$22,780,943 55

Capital stock—preferred..... \$2,425,400 00  
Capital stock—common..... 10,065,400 00

Old common stock scrip outstanding..... 72 00

## Funded debt—

First Mortgage bonds, due Jan. 1, 1893.....	\$2,400,000 00
First Mortgage Sinking Fund bonds, past due.....	2,000 00
Income bonds, due January 1, 1883.....	1,096,000 00
Consolidated Sterling bonds, due July 1, 1903.....	4,379,850 00
St. Louis, Jacksonville and Chicago, guaranteed First Mortgage bonds, due April 1, 1894.....	564,000 00
St. Louis, Jacksonville and Chicago, guaranteed Second Mortgage bonds, due July 1, 1898.....	188,000 00
	8,629,850 00

Sinking Fund bonds paid and canceled..... 598,000 00

Sundry bonds, stocks, etc., unused, per contra..... 37,813 39

Louisiana and Missouri River R. R. Co. special bond account..... 439,100 00

Unclaimed dividends—old..... 732 70

Unclaimed coupons—old..... 595 76

Unclaimed wages, including December pay rolls..... 137,303 19

Due for supplies purchased in Dec..... 63,034 30

Due St. Louis, Jacksonville and Chicago Railroad Co. for rent..... 23,418 25

Bills payable and debts due others, less bills receivable and debts due this company..... 144,356 96

Balances due other companies for tickets sold, less balances due this company..... 11,574 08

Balances due other companies for mileage, track service, etc., less balances due this company..... 317 57

Amount set apart from income account for supplies..... \$500,000 00

Less amount counter-charged..... 150,000 00

Less supplies on hand..... \$350,000 00

301,403 83

Sundry items of current rent accrued on leased lines not yet due:

Louisiana and Missouri River R. R. Co..... \$48,854 19

St. Louis, Jacksonville and Chicago R. R. Co. 41,387 50

Income account, surplus December 31, 1877..... 90,241 69

64,612 49

\$22,780,943 55

President.—T. B. BLACKSTONE.

Directors.—John F. Slater, John A. Stewart, George Strout—term of service expires first Monday in April, 1878; John Crerar, Lorenzo Blackstone, John J. Mitchell—term of service expires first Monday in April, 1879; T. B. Blackstone, John B. Drake, D. Willis James—term of service expires first Monday in April, 1880.

Secretary and Treasurer.—W. M. LARABEE.

General Superintendent.—J. C. McMULLIN.

Chief Engineer.—K. F. BOOTH.

Purchasing Agent.—A. V. HARTWELL.

The Pittsburg Chronicle says that freight and passenger traffic on the Pennsylvania Railroad is very heavy.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	\$3,500,000	J. & J.	July '77 31	Little Miami* 50	\$5,871,450	quarterly	Mar. '78 2	Vermont and Mass. 100	\$2,800,000	A. & O.	Oct. '77 21
Atlanta and West Point. 100	1,232,200	J. & J.	July '77 4	Little Schuylkill* 50	2,648,100	J. & J.	Jan. '78 1	Ware River* 100	750,000	J. & J.	Jan. '78 31
Atlantic and Gulf 100	3,632,200	M. & N.	Nov. '78 31	Long Island 50	3,000,000	M. & N.	May '78 10	Warren (N. J.) 100	1,500,000	A. & O.	Oct. '77 31
Atlantic and St. Law. 100	786,476	M. & N.	Dec. '77 31	Louisv. Cin. and Lex. 50	1,623,488	J. & J.	July '78 3	Warwick Valley 100	225,000	A. & O.	Apr. '72 2
Avon, Genesee & M. M. 100	5,000,000	M. & N.	Jan. '78 1	Louisv. Cin. and Lex. 50	248,700	J. & J.	Jan. '74 4	Westchester & Phil. pref. 100	521,500	J. & J.	Jan. '78 4
Baltimore and Ohio 100	15,151,962	M. & N.	Nov. '77 31	Louisville & Nashville 100	9,032,418	F. & A.	Feb. '78 1	West Jersey 100	1,555,750	F. & A.	Aug. '78 3
Baltimore and Ohio 100	1,660,000	A. & O.	Apr. '77 11	Louisv. N. Alb. & Ohi. 100	3,000,000	J. & D.	Dec. '78 3	Winchester & Potomac 100	180,000	J. & J.	Jan. '78 3
Berkshire 100	320,500	quarterly	Dec. '77 31	Lowell and Andover 100	500,000	J. & J.	Jan. '78 3	Winchester & Strasburg 100	180,000	J. & J.	Jan. '78 3
Blossburg & Corning* 100	266,000	J. & D.	Nov. '77 31	Lowell and Lawrence 100	200,000	A. & O.	Jan. '77 31	Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
Boston and Albany 100	20,000,000	M. & N.	Nov. '77 31	Lykens Valley 100	800,000	F. M. A. N.	Aug. '78 24	HORSE-POWER R. R.			
Bos. Cin. & Fitchburg pref. 100	1,172,600	J. & J.	Nov. '77 31	Macon and Western 100	2,500,000	J. & J.	July '78 5	Albany City 100	110,300	—	—
Bost. Concord & Mont. pref. 100	60,000	J. & D.	June '78 3	Manchester and Law. 100	1,000,000	M. & N.	Nov. '77 5	Baltimore City 100	1,000,000	J. A. J. O.	Jan. '78 4
Boston and Lowell 100	3,250,000	J. & J.	Jan. '78 410	Marletta & Cincinnati 50	1,408,912	M. & N.	Sep. '66 30	Balt. Ost. & El. Mills. 100	100,000	J. & J.	Jan. '78 4
Boston and Maine 100	6,921,274	M. & N.	Nov. '77 31	Massachusetts 100	4,490,368	M. & N.	Sep. '66 30	Boston and Chelsea 100	110,000	A. & O.	Oct. '77 4
Boston and Providence 100	4,000,000	M. & N.	Nov. '77 31	Memphis & Charleston 25	5,312,725	J. & D.	Feb. '78 2	Broadway (Brooklyn) 100	2,100,000	J. A. J. O.	Oct. '77 3
Attleborough Branch 100	131,700	J. & J.	Dec. '78 3	Michigan Central 100	18,738,304	J. & J.	Jan. '78 4	Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & D.	July '77 3
Bost. Revere & Lynn 100	350,000	quarterly	Dec. '77 31	Mill Creek & Mansfield 50	323,375	J. & J.	Jan. '78 4	Brooklyn City 100	2,000,000	F. M. A. N.	Nov. '77 8
Buffalo, N. Y. and Erie* 100	960,000	J. & D.	Jan. '78 2	M. Hill & Schuyl. Hav. 50	3,856,450	J. & J.	Jan. '78 3	Brooklyn City & Newt. 100	800,000	J. & J.	July '79 3
Camden and Amboy 100	5,847,800	quarterly	Jan. '78 2	Mobile & Montgomery 100	2,794,800	J. & J.	Feb. '78 21	Brooklyn and Jamaica 100	488,100	—	—
Camden and Atlantic 100	838,311	quarterly	Jan. '78 2	Morris and Essex* 50	16,000,000	J. & J.	Jan. '78 3	Bushwick (Brooklyn) 100	308,000	J. & J.	July '71 31
Camden and Burlington 100	381,922	J. & J.	Jan. '78 3	Mt. Carbon & Pt. Carbon 50	282,350	J. & J.	Jan. '78 6	Cambridge 100	824,300	A. & O.	Oct. '77 4
Orpe May and Millville 50	447,000	J. & D.	Dec. '76 8	Nashua and Lowell 100	800,000	M. & N.	Nov. '77 2	Can. Park, N. & E. Riv. 100	1,068,400	A. & O.	Jan. '78 2
Catawba & Foggelsv. 50	428,000	J. & D.	Nov. '77 31	Nashville and Decatur 100	1,529,000	J. & D.	Dec. '76 3	Citizens (Phila.) 100	500,000	J. & J.	Jan. '77 10
Catawba 100	1,159,600	M. & N.	Nov. '77 31	Nash, Chat. & St. Louis 100	6,875,298	A. & O.	Apr. '77 14	Citizens (Phg.) 100	200,000	M. & N.	Nov. '71 7
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	Nauticat 100	2,000,000	J. & J.	Jan. '78 5	Coney Island & Brookl. 100	150,000	M. & N.	Nov. '77 2
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	Newark and New York 100	977,400	J. & J.	Jan. '78 3	Continental (Phila.) 100	150,000	M. & N.	Nov. '77 2
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	D. Donk. E. B'way & Bat. 100	1,500,000	F. M. A. N.	Aug. '77 6
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Elizabeth and Newark 100	200,000	J. & J.	July '77 6
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1,000,000	M. & N.	Nov. '77 31	N. Y. & N. H. & Harf. 100	15,500,000	J. & J.	Jan. '78 3	Frank & Southw. (Ph.) 50	491,760	J. & J.	Jan. '78 5
Central and Susq. 100	1										



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Current bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	110
Receiver's Bonds.....	1,200,000	7	.....	"	.....	....	Loan of 1872.....	2,000,000	6	Jan. & July.	"	1895	104
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.) ..	400,000	6	Jan. & July.	Boston.	1884	88
Alabama Central:							1st Mortgage (Equalization).....	800,000	7	"	"	1889	92
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	252,000	"	"	"	1890	96
Albany and Susquehanna:							Equipment Mortgage.....	570,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	104	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	94	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
3d Mortgage.....	253,000	7	May & Nov.	"	1881	90	Consol. Mortgage for \$2,000,000.	1,241,000	7	Apr. and Oct.	Boston.	1893	100
Albany Loan.....	983,000	6	"	"	1895	....	"	346,000	6	"	"	1893	....
Cohoesol. M. (guar. by D. & H. Co.)	1,698,000	7	April & Oct.	"	1906	....	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berrell).....	15,000,000	7	Jan. and July.	New York.	1900	121
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	131
General Mortgage.....	3,967,000	7.5	Jan. & July.	New York.	1896	104	Mass. L. (sect'd by \$4,000,000 Ber.)	3,600,000	7	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	1900	90	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,933,000	7	April & Oct.	Phil. or Lond.	1900	80	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	5,408,900	7	"	Pittsburg.	1894	37	Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	102
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	103
1st Mort., guar. by C. B. & Q.	386,000	7	Jan. & July.	New York.	1878	100	Bonds of 1876.....	425,000	6	Jan. and July.	"	1893	101
Androsocoggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.) ..	3,200,500	7	Jan. and July.	Boston.	'92-'93	110
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ams.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	101
Ashtabula, Youngstown & Pitts.							Boston and Providence:						
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	115
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1904	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	21	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1898	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	93	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Land Gra. t Mortgage (gold).....	3,389,000	7	April & Oct.	Boston.	1900	87	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar	412,000	7	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1896	....
Pottawatomie Land Grant.....	468,000	7	May & Nov.	N. Y. or Bos.	1879	....	Buffalo and Erie:						
Consol. Second Mort. (gold).....	3,294,000	7	April & Oct.	"	1903	62	Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Land Income bonds.....	475,000	12	Jan. & July.	Boston.	....	....	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1893	....
Atlanta and Richmond Air Line.							Mort. bonds ( " " )	2,850,000	7	Apr. and Oct.	"	1898	110
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1914	107
3d Mortgage (gold) Income.....	25,793,000	7	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1896	94
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	38	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Norw.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	95
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis) ..	150,000	7	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000.	.....	7	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Minn. and Ohio (423 m.)							Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1893	111
1st Mortgage for \$15,000,000.....	5,470,000	7	April & Oct.	New York.	1901	....	Stock Bonds pref. 3d lien.....	298,500	8	Jan. & July.	Boston.	1878	....
2d Mort. to State (no int. till '80).	4,000,000	.....	.....	"	.....	....	Stock (common) Bonds.....	289,500	8	April & Oct.	N. Y. & Bos.	1879	100
Atlantic and Pacific:							Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	100
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Stock (common) Bonds.....	401,000	8	"	"	1889	....
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	Burlington and Mo. Riv. in Neb.:						
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6	Jan. & July.	"	1888	61	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	109
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	"	1891	....	Bonds convertible until 1892.....	600,000	8	"	Boston.	1883	169
1st Mort. (Central Div.) L. G.....	794,000	6	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Income Bonds (for funding).....	529,600	6	"	"	1883	....	Cairo and Fulton (Arkansas):						
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7	Jan. & July.	New York.	1891	....
Atlantic and St. Lawrence:							Cairo and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1853.	484,000	6	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1854.....	1,500,000	6	April & Oct.	"	1884	....	Cairo and Vincennes:						
3d Mortgage (sterling) of 1871.....	713,000	6	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7	April & Oct.	N. Y. & Lond.	1909	....
Portland City Bonds, 1st M., & f.	787,000	6	"	Portland.	1886	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1899	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1890	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,000,000	6	Jan. & July.	.....	1891	....
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1890	101	Camden and Amboy:						
Loan of 1853-'55.....	1,710,000	6	April & Oct.	"	1885	104	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	102
Loan of 1855-'90 (Balt.) skg fd.	8,151,122	6	Jan. & July.	"	1890	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	102
Loan of 1870-'95 (etc.) skg fund.	3,273,956	6	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	109
Loan of 1872-1902 (etc.) S. F.....	9,029,852	6	"	"	1902	....	Sterling Loan, S. F. (£262,000).	1,286,080	6	Feb. & Aug.	London.	1890	....
Loan of 1874-1910 (etc.) S. F.....	9,464,500	6	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1898	112
1st Mort. (Tunnel) gold guar....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	400,000	7	April & Oct.	"	1879	97
1st Mortgage (R. R.) gold guar..	3,000,000	6	April & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	101
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) exten'n	120,000	7	"	"	1901	....	1st Mort. (skg fd) for \$3,000,000	9,000,000	7	Jan. & July.	New York.	1905	04
Bay City and East Saginaw:							Cape May and Millville:						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.				Due.	Price.
			When.	Where.	When.	Where.											
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$								Chicago, Iowa and Nebraska:	\$							
1st Mortgage, 1st Div. \$10,000 p.m.	675,000	7	Feb.	Aug.	New York.	1891	102		2d Mort. (now 1st) guar. C. & N.W.	568,200	7	Jan.	July.	Boston.	1890	102	
1st Mortgage 2d Div. \$10,000 p.m.	682,000	7	"	"	"	1894	101		3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb.	Aug.	New York.	1892	....	
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May	Nov.	"	1910	103		Chicago and Lake Huron:								
Central Branch Union Pacific:									1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....		
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May	Nov.	New York.	1896	49		1st Mort. 2d series ( " )	2,000,000	7	"	"	"	1900	....	
2d Mortgage Governm't at ass'dy.	1,600,000	6	Jan. & July.	"	"	1896	....		1st M. (Port. Huron & L. Mich.)	1,800,000	7	"	"	New York.	1899	....	
Central of Georgia:									2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	"	1881	....	
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....			Consolidated Mortgage.....	12,000,000	6	"	"	"	1903	....	
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1889	....			Chicago and Milwaukee Railway:								
Central of Iowa:									1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	108		
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	32			Chicago and Mich. Lake Shore:								
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....			1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....		
Central of L. L. (Flush. N.C. & O.)									1st Mortgage.....	2,500,000	8	Jan. & July.	"	"	1890	75	
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....			1st Mortgage.....	1,350,000	8	May & Nov.	"	"	1891	....	
Central of New Jersey:									1st Mortgage (on Bran-h.)	1,325,000	8	March & Sept.	"	"	1892	....	
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	63			Chicago, Milwaukee and St. Paul:								
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	110			1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1898	108		
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....			1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	"	1903	109	
Loan of Lehigh C. & Nav. Co. (sund.)	2,310,000	7	A. A. J. & O.	Philadelphia.	1897	....			1st Mort. (East. Div. Palmer.)	2,500	8	May & Nov.	"	"	1874	....	
Consol. Mort. for \$25,000,000....	16,000,000	6	"	New York.	1899	64			1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	"	1897	98	
Central Ohio (B. and O.)									1st Mort. (Minnesota Central.)	190,000	7	"	"	"	1894	....	
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	100			1st Mort. (St. Paul Division.)	4,000,000	7	"	"	"	1902	105	
Central Pacific of California:									1st Mort. (Iowa and Dak. Div.)	748,000	7	"	"	"	1899	92	
1st Mort., 90 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	1896-98	105			1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	"	1898	117	
Convertible 20 years bonds, gold	1,483,000	7	"	"	"	1883	103		2d Mort. ( " )	1,315,000	7	"	"	"	1898	100	
State Aid B'ds (Int. by State) gold	1,600,000	7	"	"	Sacramento.	1884	108		1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	"	"	1902	94	
2d Mort. (Governm't Subsidy).	27,855,680	6	"	"	U.S. Treasury.	1896-99	102		1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	"	1891	....	
1st Mort. (Western Pacific) gold	2,735,000	6	"	"	New York.	1899	84		2d Mortgage.....	675,000	7	April & Oct.	"	"	1884	93	
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	"	1890	....		Equipment and Bridge Bonds...	219,000	10	June & Dec.	"	"	1883	....	
1st Mort. (S. Fr., Okla. & Ala.)	500,000	6	"	"	"	1890	....		Consol. Mort. for \$35,000,000...	5,710,000	7	Jan. & July.	"	"	1906	94	
1st Mort. (San Joaquin V.D.) gold	6,050,000	6	April & Oct.	"	"	1900	85		Chicago and Northwestern:								
Land bonds (Gen. Pac. Co.) gold	9,275,000	6	"	"	"	1890	93		Preferred sinking fund (193 m.)	1,236,500	7	Feb. & Aug.	New York.	1885	109		
Central Vermont:									General 1st Mortgage (193 m.) ..	3,558,400	7	"	"	"	1885	107	
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	12			Funded coupons (193 m.) .....	723,900	7	May & Nov.	"	"	1883	102	
2d Mort., Consol. ( " )	1,600,000	7	June & Dec.	"	1891	2			Appleton Ext. (23 m. & 75,000 ac.)	139,000	7	Feb. & Aug.	"	"	1885	108	
1st Mort. (Stan., Sheff. and Ch.)	600,000	7	Jan. & July.	"	1887	20			Green Bay Ext. (26m & 75,000 a.)	251,000	7	"	"	"	1885	108	
Income and Extension Bonds...	1,008,600	8	May & Nov.	"	1902	37			1st Mort. (Gal. & Chi. U.) 248 m.	1,691,000	7	"	"	"	1882	....	
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	"	1889	25		Elgin and State Line.....	19,503	6	Jan. & July.	"	"	1878	....	
Equipment Mort. ( " )	1,000,000	8	"	"	"	1891	40		Mississippi River Bridge.....	181,000	7	"	"	"	1884	....	
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	40			1st Mortgage (Peninsula).....	285,000	7	March & Sept.	"	"	1898	108	
Missisquoi R.R. ( " )	500,000	7	"	"	"	1891	....		Consol. skz fund (C. & N.W.R.)	4,455,000	7	F. M. A. & N.	"	"	1915	108	
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....			General Consol. Gold Bonds ..	11,343,000	7	June & Dec.	"	"	1902	96	
Charleston and Savannah:									1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	"	1911	....	
1st Mortgage guar. by State....	605,000	6	March & Sept.	Charleston.	1877	....			1st Mort. S. F. (Memominee Ext.)	2,700,000	7	June & Dec.	"	"	1911	....	
Funded Interest on 1st Mort.	157,400	7	"	"	"	1889	....		1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	"	"	1898	....	
Charlotte, Columbia & Augusta:									1st Mort. (Bel. & Mad. R.R.) guar.	271,000	7	"	"	"	1888	....	
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1896	70			Chicago and Paducah (C. B. & Q.)								
Charters:									1st Mortgage \$25,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....		
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....			Chl., Pekin & Southw. (C.B. & Q.)								
Cheraw and Darlington:									1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....		
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....			Chicago, Rock Island and Pacific:								
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....			1st Mortgage skz fund.....	5,000,000	7	Jan. & July.	New York.	1896	....		
Cherry Valley, Sharon and Alb.									Branch Bonds Sinking Fund.....	1,000,000	6	Feb. & Aug.	"	"	1895	....	
1st Mort. con. guar. by A. & S. Co.	300,500	7	June & Dec.	New York.	1899	....			New mort. bonds for \$12,500,000	4,000,000	6	Jan. & July.	"	"	1917	107	
Chesapeake and Ohio:									Chl. & Southw. (C. B. & Q.)								
1st M. (gold) skz fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	24			1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....		
1st Mort. Extension (cou. or reg)	5,428,900	7	Jan. & July.	"	1902	....			1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	"	1901	....	
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	"	1880	....		Chicago and Superior:								
2d Mort. ( " ) coupon.....	902,000	6	"	"	"	1884	....		1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....		
Income ( " ) coupon.....	300,000	8	"	"	"	1876	....		Chillicothe and Brunswick:								
Funded Interest, coupon.....	160,500	8	"	"	"	1877	....		1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....		
Chester:									Cincinnati, and Baltimore:								
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	1877-96	98			1st Mort. guar. by B. & O. & M. & C.	500,000	7	Jan. & July.	Baltimore.	1900	93		
Chester Creek (Phil. & Balt. Cent.)									Cincinnati, Hamilton and Dayton:								
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....			1st Mortgage of 1865.....	1,243,000	7	May & Nov.	New York.	1880	....		
Chester and Tamarac:									2d Mortgage of 1865.....	496,000	7	Jan. & July.	"	"	1885	....	
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....			Consol. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	"	1905	....	
Chicago and Alton:									Cincinnati, Ham. & Ind. (C. H. & D.)								
1st Mortgage, pref. sinking fund.	28,000	7	May & Nov.	New York.	1877	....			1st Mort., guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	102		
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	114			Cincinnati, Lafayette and Chi.								
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	106			1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84		
Consol. Bonds (\$200 etc. each)	4,379,850	6	Jan. & July.	London.	1903	....			Consolidated Mortgage.....	471,000	7	June & Dec.	"	"	1914	....	
1st Mort. (St. L. & C.) assumed	584,000	7															



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.....	1,096,000	6	"	"	1892	105 1/2	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1900	110 1/2	1st Mortgage for \$22,000 p.m.....	1,061,000	8	Jan. & July.	New York	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage.....	500,000	7	May and Nov.	"	1888	....
Regist'd b'ds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	104	Detroit, Hillsdale and Indiana:						
3d Mortgage ("")	1,000,000	7	April & Oct.	"	1892	108 1/2	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort., a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	110	Detroit, Lansing and Northern:						
2d Mortgage ("")	849,000	7	April & Oct.	"	1886	106 1/2	1st Mortgage.....	1,997,000	7	Jan. & July.	Boston.	1896	77 1/2
Celebrookdale:							1st Mort. (Ionia and Lansing)...	770,000	8	"	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	50	2d Mort. ("")	81,000	8	May & Nov.	"	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.R.).....	2,500,000	7	May & Nov.	New York	1875	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage ("")	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund....	15,344,750	7	April & Oct.	New York.	1908	31 1/2	1st Funded Coup. (D. & M.R.R.)...	625,924	7	Jan. & July.	"	1875	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	"	1909	8 1/2	2d Funded Coup. ("")	375,734	7	May & Nov.	"	1875	....
Income convertible.....	3,893,000	7	"	"	1890	....	1st Mort. (Det. & Pontiac R.R.)...	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1896-1906	....	2d Mort. ("")	100,000	7	Jan. & July.	"	1878	....
2d Mort. ("")	344,400	7	Jan. & July.	"	1890	....	3d Mort. ("")	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Chic. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
1st M., a.f. ("")	39,650	7	May & Nov.	"	1896	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. ("")	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1906	105 1/2
1st M. (Col. & Ind.) 1st & 2d pref.	209,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central).....	666,500	7	"	"	1882	....	1st Mort. guar. by C., B. and Q.	563,500	8	Jan. & July.	New York.	1889	101
1st Mort. (Tol., Loganap't & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income ("")	74,024	7	"	"	1905	....	1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	101
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	1st Mortgage 2d division.....	586,000	7	"	"	1884	105
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1903	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	....
New Mortgage for \$1,500,000.....	1,186,500	7	April & Oct.	Boston.	1893	102 1/2	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	"	1881	100 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	104
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$2,500,000	2,999,000	7	Jan. & July.	New York.	1900	98 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	May & Nov.	"	1886	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1876	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1884	105 1/2	Company Bonds ("new")	135,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1886	....
Cowanesque Valley:							Loan of 1867.....	7	"	"	"	1887	....
1st Mortgage, gold.....	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868.....	7	"	"	"	1889	....
2d Mortgage.....	100,000	7	May & Nov.	"	1882	....	Loan of 1869.....	7	May & Nov.	"	1882	....	
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	7	"	"	"	1882	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	7	"	"	"	1882	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.....	3,049,200	6 1/2	May & Nov.	London.	1893	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	12,973,000	3 1/2	March & Sept.	Boston.	1906	63 1/2
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1876..	12,973,000	3 1/2	"	"	1906	63 1/2
2d Mortgage.....	109,500	8	"	"	1908	....	Eastern Shore (Md.):						
Plain bonds.....	81,900	6	"	"	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1886	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	104
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed..	670,000	5	April & Oct.	"	1882	66
2d Mortgage.....	300,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York	1897	112 1/2
1st Mortgage.....	2,000,000	7 1/2	April & Oct.	New York.	1909	....	2d Mortgage.....	2,174,000	7	March & Sept.	"	1879	102
Davenport and St. Paul:							3d Mortgage.....	4,862,000	7	"	"	1883	104 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	104 1/2
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible.....	799,500	7	June and Dec.	"	1888	104 1/2
1st Mortgage sinking fund guar.	1,848,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage.....	182,300	7	Jan. & July.	"	1891	....
2d Mortgage, guar.....	428,000	7	March & Sept.	"	1884	....	Sterling loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1876	....
3d Mortgage, guar.....	361,000	7	April & Oct.	"	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7 1/2	June and Dec.	N.Y. & London.	1920	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	1886-94	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.....	138,000	7	June & Dec.	"	1879	....	1st Mortgage.....	232,200	7	Jan. & July.	New York.	1882	....
Income Bonds.....	252,445	6	"	"	1879	....	2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	760,000	7	April & Oct.	"	1890	....
1st Mortgage ("")	498,000	6 1/2	Jan. & July.	"	1906	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 56 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	....

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	415,000	7*	April & Oct.	Philadelphia.	1890	109
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	102
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	30
2d Mort. ( " )	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	..
1st Mort. (Cent. R. & Exten.).....	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000.....	2,500,000	6*	"	London.	1895	..
1st Mort. (North Shore).....	148,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,504,000	5*	"	"	1903	..
1st Mort. (Whitestone & W.).....	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000.....	1,003,000	6*	June & Dec.	"	1905	....
1st Mort. (N. Y. & Flushing.).....	25,000	7	Mar. & Sept.	"	1880	....	Illinois Grand Trunk (C. B. & Q.):						
Fonda, Johnstown & Gloversville:							1st Mortgage guaranteed.....	900,500	8	April & Oct.	Boston.	1890	109
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	424	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Fort Wayne, Muncie & Cin.:							Indianapolis, Bloomington & West:						
1st Mortgage.....	1,500,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	17
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	....
Framingham and Lowell:							2d Mortgage.....	1,500,000	8	"	"	1890	2
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	50	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	89	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Fremont, Elkhorn & Mo. (S. C. & P.):							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	International and Gt. Northern:						
Galena & Chic. Union (C. & N. W.):							1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	106	Convertible B'ds ( " )	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Convert. B'ds ( " )	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	79	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	86
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1883	86
Company bonds (debentures).....	830,000	7	Jan. & July.	Augusta	'75-'90	....	1st Mort. (Ind'polis & Cin.) 1858.	1,600,000	7	April & Oct.	"	1888	....
Hillman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ( " ) guar.....	1,497,000	7	Jan. & July.	"	'77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							1st Mortgage.....	2,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	85	2d Mortgage.....	1,000,000	7	"	"	1900	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
Grand River Valley (Mich. C.):							Ionia and Lansing (D. L. & L. M.):						
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage, guar. by Lessees....	600,000	8	March & Sept.	"	1879	85	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Grand Trunk (Ca.):							Iowa Falls and Sioux City:						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	85
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	Iowa Midland (C. & N. W.):						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	96
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	Ironton (Penn.):						
2d Preference Bonds \$2,327,508	11,639,040	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	Ithaca and Athens (Penn.):						
Provincial Debentures \$2,111,500	15,567,500	....	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	107
Great Western of Canada:							Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	974
Mortgage Bonds \$547,000.....	2,735,000	54	April & Oct.	"	'77-'78	....	1st Mort. (Northern Ext.) guar.	687,000	8	May & Nov.	"	1890	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	2,401,000	8	March & Sept.	"	1891	68
Debenture Bonds \$1,743,160.....	8,715,900	6	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1859:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	99	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	394	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	2,000,000	8	"	"	1899	....
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	Jamestown & Frank. (L. S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	..
1st Mortgage guar. by S. Car....	1,426,548	7	Jan. & July.	Columbia.	'81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed.....	376,768	7	"	"	'81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	83
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ( " )	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction).....	1,384,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	33	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.)							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	82	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	76	1st Mortgage (Ridgefield Park):	300,000	7	May & Nov.	"	1912	..
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	108	1st Mortgage skg fund guar.....	338,000	8	Jan. & July.	New York.	1882	112
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	108	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)....	4,000,000	8	March & Sept.	"	1885	83	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	105
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed.....	500,000	6	April & Oct.	"	1900	103
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
General Land Mortgage (277 m.)	....	7	April & Oct.	"	1888	106	Kalamazoo, Allegan & Gr. Rapids:						
Harlem Extension:							1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	..	Kalamazoo and Schoolcraft:						
Harrisburg & Lancaster:							1						



An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.				
				When.	Where.							When.	Where.						
Kansas Pacific:								Louisville, Cincin. and Lexington:											
1st Mort. (1st Div. 140 m.) gold.	2,240,000	8	Feb. & Aug.	N. Y. & St. Lo.	1895			Bonds to State of Kentucky.	74,519	8	Jan. & July.	New York.	Perp.						
1st Mort. (2d Div. 253.04 m.) gold.	4,063,000	8	June & Dec.	"	1896	64		1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	"	1897					
1st M. (3d Div. 244.66 m. & 3.00,000 a.)	8,411,000	7	May & Nov.	N. Y. L. & F.	1899			2d Mortgage for \$1,000,000.	878,000	8	April & Oct.	"	"	1900					
1st Mort. (1,000,000 acres) gold.	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76			Louisville Loan.	100,000	6	Jan. & July.	"	"	1881					
1st Mort. (2,000,000 acres) gold.	1,722,500	7	Jan. & July.	N. Y. L. & F.	1889			1st Mort. (Louisville & Frankf.)	39,000	8	"	"	"	73-74					
2d Mort. ( " ) gold.	1,500,000	7	March & Sept.	"	1896			1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	"	1902					
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1894			1st Mortgage (Shelby R. R.)	88,500	8	June & Dec.	"	"	1881					
2d Mortgage (Gov't Subsidy)	6,803,000	6	Jan. & July.	U. S. Treas.	95-97			Louisville and Nashville:											
3d Mortgage (Income)	4,276,850	7	March & Sept.	N. Y. L. & F.	1916			Ten Year Mortgage Gold Bonds	2,000,000	7	May & Nov.	New York.	1883						
Kent County (Del.)								Ten Year Mortgage Gold Bonds											
1st Mortgage for \$600,000	400,000	6	Jan. & July.	Philadelphia.	1880			Mort. main office lot & buildin.	80,000	7	"	Louisville.	1883						
Kentucky Central:								1st Mort. (Leb. Br. Ext. 73.2m.)											
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883			1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901						
3d Mortgage	237,000	7	June & Dec.	"	1883			1st Mort. (Memph. & Clarksv. Br.)	2,380,710	8	Feb. & Aug.	"	"	1902					
Keokuk and Des Moines:								Consol. M. for \$8,000,000 (392 m.)											
1st Mortgage	1,247,000	7	April & Oct.	New York.	1904			Louisville Loan	7,109,000	7	April & Oct.	"	"	1898	106				
Funded Interest	254,300	8	"	"	1884			Louisville Loan	849,000	6	"	"	"	"	86-87				
Keokuk and St. Paul (C.B. & Q.):								Louisville Loan (Lebanon Br.)											
1st Mortgage traffic guar.	318,000	8	April & Oct.	Boston.	1879	101		Louisville Loan (Leb. Br. Exten.)	225,000	6	May & Nov.	"	"	1886					
La Crosse, Trempealeau & Prescott:								Louisville Loan (Leb. Br. Exten.)	338,000	6	April & Oct.	Louisville.	1893	99					
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878			Louisville, N. A. L. & St. L. Air-Line:											
La. Blooming & Miss. (T.W. & W.)	1,300,000	7	Feb. & Aug.	New York.	1891	70		1st Mortgage gold, \$25,000 p. m.	2,875,000	7	Jan. & July.	New York.	1892						
1st Mortgage gold guar.	1,500,000	7	Feb. & Aug.	New York.	1901	40		Macon and Augusta:											
1st Mortgage gold guar.	1,500,000	7	Feb. & Aug.	New York.	1901	40		1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877						
Lake Erie and Louisville:								1st Mortgage not endorsed.	100,000	7	"	"	"	1887					
1st Mortgage	1,092,000	7	April & Oct.	New York.	1892			Construct. Mort. end by Ga. R. R.	370,000	7	"	"	"	1879					
2d Mortgage	590,000	7	Jan. & July.	"	1903			Macon and Brunswick:											
Lake Ontario Shore:								1st Mort. endorsed by Ga.											
1st Mortgage (\$20,000 pr. m.)	1,438,200	7	Jan. & July.	New York.	1897			1st Mort.	1,000,000	7	Jan. & July.	New York.	1887						
Lake Shore & Michigan South'n.								2d Mortgage	1,100,000	7	May & Nov.	"	"	1900					
Sinking Fund Mortgage.	1,146,000	7	April & Oct.	New York.	1879			Equipment Mortgage	150,000	7	April & Oct.	"	"	1889					
Consol. Mort., B.F. Reg'd d.	8,650,000	7	J. A. J. & O.	"	1900	110		Madison and Portage:											
Consol. Mort., B.F. Corpor.	9,105,000	7	Jan. & July.	"	1900	109		1st Mort. guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890						
2d Consol. Mort. for \$25,000,000.	3,895,000	7	June & Dec.	"	1892	96		Maine Central:											
Bonds of 1882 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882			Consolidated Mortgage	1,680,500	8	April & Oct.	Boston.	1912	95					
Lake Shore Dividend Bonds.	1,000,000	7	Jan. & July.	"	1880			\$1,000,000 Loan, tax free.	756,900	6	Jan. & July.	"	"	1898	91				
Reg. Mort. (Clev. Pain. & Ash.)	1,000,000	7	April & Oct.	"	1892			Extension (gold) Loan.	498,500	6	April & Oct.	"	"	1900					
3d Mort. ( " )	1,000,000	7	May & Nov.	"	1885			1st Mort. (Belfast & Moosehead)	150,000	3	May & Nov.	Belfast & Bos.	1890						
1st Mort. (Mich. S. & Nor. Ind.)	2,556,000	7	Jan. & July.	"	1880	109		\$1,000,000 (A. & Ken.) Loan.	1,100,000	6	Jan. and July.	Boston.	1900	96					
2d Mort. ( " )	2,682,306	7	April & Oct.	"	1892			1st Mortgage (Portland & Ken.)	217,700	6	April & Oct.	Augusta.	1886						
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885			Consol. (Port. & Kennebec) Loan	1,168,700	6	June & Dec.	Boston.	1895	93					
2d Mort. ( " )	819,000	7	April & Oct.	"	1886			2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	"	1876					
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882			1st Mort. (Leeds & Farington)	633,000	6	Jan. & July.	"	"	1901					
Mort. Bonds ( " )	300,000	7	March & Sept.	"	1886			Bath (Androscoogin) Loan.	425,000	6	Jan. & July.	"	"	1891					
Mort. Bonds ( " )	2,850,000	7	April & Oct.	"	1898			Manfield & Framing. (B.C. & F.)											
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1896			1st Mortgage guaranteed.	300,000	7	Jan. & July.	Boston.	1880	95					
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890			Marietta and Cincinnati:											
1st M. (School. & Three Rivers)	100,000	8	Jan. & July.	"	1887			1st Mortgage, Sterling	1,050,000	7	Feb. & Aug.	London.	1891						
1st M. (Kalamaz. & Schoolcraft)	100,000	8	Feb. & Aug.	"	1887			1st Mortgage Dollar	2,450,000	7	"	Baltimore.	1891	80					
1st M. (Kalamaz. & Gr. Rap.)	840,000	8	Jan. & July.	"	1887			2d Mortgage Dollar	2,500,000	7	May & Nov.	"	"	1896	31				
1st M. (Jamestown & Franklin)	433,000	7	Jan. & July.	"	1888			3d Mortgage Dollar	2,000,000	8	Jan. & July.	"	"	1900	18				
2d M. ( " )	500,000	7	June & Dec.	"	1894			4th Mortgage	2,004,000	8	April & Oct.	"	"	1906					
Lake Shore & Tuscarawas Valley:								1st Mort. (Scioto & Hook. Val.)											
1st Mortgage gold	2,000,000	7	April & Oct.	Cleveland, O.	1901			Marietta, Pittsburg & Cleveland:											
2d Mortgage, for \$1,000,000	696,000	7	Jan. & July.	"	1900			1st Mortgage gold	1,500,000	7	Feb. & Aug.	New York.	1895						
Elyria and Black Riv. b'ds as'd	180,000	7	May & Nov.	"	1892			Marquette, Houghton & Ontonagon:											
Lake Superior & Mississippi:								1st Mortgage (Marq. & Ont.)											
1st Mort. skg fund gold tax free.	4,500,000	7	Jan. & July.	N.Y.-Bost.-Ph.	1896	20		1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	New York.	1892	89					
2d Mort. skg fund gold tax free and conv.	2,200,000	7	April & Oct.	"	1900			Consolidated Mortgage	1,454,000	8-10	Various	"	"	92-08					
Income Bonds	3,200,000	10	"	"	1902			Massachusetts Valley (C. & P. R.):											
Lawrence (P. Ft. W. & Chl.):								1st Mortgage guaranteed.	400,000	8	Jan. & July.	Boston.	1889	90					
1st Mortgage guaranteed.	355,000	7	Feb. & Aug.	New York.	1895			Maryland and Delaware:											
Leavenworth, Atch. & N. West'n	500,000	7	Jan. & July.	"	1896			1st Mortgage	350,000	6	May & Nov.	Boston.	1885	20					
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899			2d Mortgage	150,000	6	June & Dec.	"	"	1889					
Leaven. Lawrence & Galveston:								1st Mortgage guaranteed, gold.	100,000	7	Jan. & July.	New York.	1890						
1st Mort. skg fund conv. gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	24		1st Mortgage	500,000	7	Jan. & July.	New York.	1890						
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	"	1890			Memphis and Charleston:											
1st Mort. (Southern Kan) guar.	160,000	8	June & Dec.	"	1891			1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	87					
Lehigh and Lackawanna:								2d Mortgage	1,000,000	7	Jan. & July.	"	"	1885					
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897			Tennessee State Loan	1,914,142	6	March & Sept.	"	"	73-78					
Lehigh Valley:								Income Bonds	600,000	10	"	"	"	"					
1st Mortgage (new loan)	5,000,000	6	June & Dec.	Philadelphia.	1898			Memphis and Little Rock:											
1st Mortgage ( " ) reg.	6,000,000	6	March & Sept.	"	1910	113		1st Mortgage (Land Grant)	1,300,000	8	May & Nov.	New York.	1890						
2d Mortgage for \$8,000,000	6,000,000	6	June & Dec.	"	1923	98		2d Mortgage	1,000,000	8	"	"	"						
General Mort. for \$40,000,000.	5,000,000	6	"	"	1923	97		Michigan Air Line (Mich. Cent.)	200,000	8	May and Nov.	New York.	1890						
General Mort., registered	1,545,000	7	May & Nov.	Philadelphia.	1902			1st Mort. (South Bend Div.) assured											
Lewisb. Centre & Spruce C. (Pa. & E.)								Michigan Central:											
1st Mortgage	900,000	6	June & Dec.	New York.	1899			1st Mortgage, convertible	350,000	8	April & Oct.	Boston.	1882						
1st Mortgage	1,490,000	6	May & Nov.	New York.	1883			1st Mortgage sinking fund conv.	2,179,000	8	"	"	"	1892	111				
Street Connection Bonds	525,000	6	Jan. & July.	Cincinnati.	1894			Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	107					
Cincinnati Loan	100,000	6	May & Nov.	"	1880			1st Mort. (Mich. Air Line) assured	1,900,000	8	Jan. & July.	"	"	1890	90				
Little Rock and Fort Smith:								Equipment Bonds for \$300,000.	556,000	8	Apr. and Oct.	N. Y. & Bos.	1883						
1st Mortgage gold	3,500,000	6	Jan. & July.	N. Y. & Bos.	1900			Michigan Lake Shore:											
Land Grant sinking fund	2,000,000	7	"	"	1905	40		1st Mortgage	800,000	8	Jan. & July.	New York.	1889						
Little Rock, Pine Bl. & N. Orleans								Mich. So. and North'n Indiana:											
1st Mortgage	750,000	7	Apr. and Oct.	New York.	1900	4		1st Mort. assum'd by L.S. & M.S.	5,255,000	7	May & Nov.	New York.	1885	111					
1st Mortgage, Skg. Fd.	759,500	7	Apr. and Oct.	Philadelphia.	1877	101		2d Mort.	2,682,000	7	"	"	"	1877	98				
Logansport, Crawf. & S'westn Ind.								Middletown, Unionv. & W. Gap:											
1st Mortgage gold	1,500,000	8	F. M. A. & N.	New York.	1906			1st Mortgage, tax free	400,000	7	May & Nov.	New York.	1886						
Long Island:								Midland of Canada:											
1st Mortgage	600,000	6	Jan. & July.	New York.	1875			1st Mortgage sterling \$335,000.	1,075,000	6	May & Nov.	London.	1896						
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890			Midland Pacific:											
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893			1st Mortgage gold, tax free	1,100,000	7	Feb. & Aug.	New York.	1890						
General Mortgage	775,000	7	"	New York.	1899	92		Mifflin and Centre Co. (Pa.):											
Louisiana & Mo. Riv. (Ch. & A.)								1st Mortgage	200,000	6	Feb. & Aug.	Philadelphia.	1897						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	90		Milwaukee and St. Paul—											
Louisville, Paducah and S. W.								See Chicago, Mil. & St. Paul											
1st Mortgage	3,000,000	8	March & Sept.	New York.	1890			Milwaukee, Lake Sh & Western:											
2d Mortgage	900,000	7	May & Nov.	"	1893			1st Mortgage	3,000,000	7	June & Dec.	New York.	1900						
								Milwaukee and Northern:											
								1st Mortgage											
								Mineral Point:											
								1st Mortgage											
								Minneapolis & Duluth (L.S. & M.)											
								1st Mortgage gold, guaranteed.											
								400,000								7 <sup>th</sup> Apr. and Oct. New York. 1911			



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & S.L. (B., C.R. & N.)	\$ 150,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack & Gt. N. (N.O. St.L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1896	....
1st Mortgage gold, guaranteed.	150,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.	3,000,000	8	Jan. & July.	New York.	1896	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.	1,500,000	8	Jan. & July.	New York.	1896	....
1st Mort. gold, skg fd & tax free	20,000 pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$3,000,000.	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St.L. & Cbl.)							New Orleans, Mobile and Texas:						
1st Mortgage.	1,012,500	7	May & Nov.	New York.	74-84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.	2,000,000	8	Feb. & Aug.	"	1896	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.							New York, Boston and Montreal:						
1st Mortgage gold.	2,040,000	7*	Jan. & July.	"	1900	....	1st Mortgage for \$12,250,000.	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H.C.)						
1st Mortgage.	600,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for \$200,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.	1,254,000	8	Jan. & July.	"	81-93	....	New York Central & Hudson R.						
Tennessee State Loan.	299,811	8	"	"	"	....	Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105
Mississippi Valley and Western:							Bonds for R. & N.F. stk ( " )	74,500	6	May & Nov.	"	1883	104
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. E. Stocks ( " )	592,000	6	"	"	1883	104
Missouri, Iowa and Nebraska:							Bonds for Real Estate ( " )	162,000	6	"	"	1883	104
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	"	1910	....	Bonds of 1884 renewed ( " )	2,391,900	6	June & Dec.	"	1887	106
Missouri, Kansas and Texas:							2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	112
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free.	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (Tebco & Necho) S.F.	362,000	7*	June & Dec.	"	1903	....	1st Mort., coup. for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	118
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	43	1st Mort., regd.	9,733,333	6*	"	London.	1903	119
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	1st Mort. Sterling for \$2,000,000	103,000	6	Feb. & Aug.	New York.	1893	....
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	Consolidated Mortgage of 1893.	107,704	7	Jan. & July.	"	1881	....
Missouri River, Ft. Scott & Gulf:							Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	119
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	72	Consol. Mort. of 1872, reg.						
2d Mortgage.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	11	N. York, Housatonic & Northern:						
Mobile and Girard.							1st Mortgage.	1,500,000	7*	April & Oct.	New York.	1902	....
1st Mortgage.	377,500	7	Jan. & July.	Savannah.	1876	....	New York, Kingston & Syracuse:						
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	"	New York.	1882	....	1st Mort. for \$4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902	....
Plain bonds.	33,500	8	"	Savannah.	1887	....	New York, N. Haven & Hartford:						
Mobile and Montgomery:							1st Mort. (Harlem & Portchester)	2,000,000	7	"	New York.	1903	....
1st Mort. end. by State of Ala.	2,484,000	6*	May & Nov.	New York.	1900	....	New York and New England:						
2d Mortgage.	800,000	8	"	"	1900	....	1st mortgage, old.	923,000	7	March & Sept.	Boston.	1884	....
Mobile and Ohio:							1st mortg. ge. new.	243,000	7	Jan. & July.	"	1905	....
1st Mortgage Sterling.	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.	1,524,300	8	"	Mobile.	76-83	....	1st Mortgage gold, tax free.	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds.	709,920	6*	"	London.	1883	....	2d Mortgage convertible.	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds.	1,688,000	7	Jan. & July.	N.Y. & Lond.	1901	....	2d Mortgage non-convertible.	1,600,000	7	"	"	1896	....
Special Mort. (Gainesville Br.)	68,000	8	May & Nov.	Mobile.	1877	....	3d Mort., Equipment.	8,800,000	7	"	"	....	....
2d Mortgage.	1,453,868	8	March.	"	1877	....	1st Mort. (West, Extension).	2,425,000	7	"	"	....	....
Consol. Mort. for \$15,000,000.	7	Jan. & July.	N.Y. & Lond.	1904	....	Consolidated Mortgage.	1,200,000	7	"	"	"	....	....
Convertible 5 per cent. bonds.	977,550	6	M. J. S. & D.	New York.	....		New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.)							1st Mortgage.	76,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....		Extension Bonds.	250,000	6	May & Nov.	"	78-81	....
2d Mortgage.	700,000	7	"	"	....		General Mort. for \$1,000,000.	837,000	7	Jan. & July.	"	1899	....
Income Mortgage.	888,400	7	"	"	....		Norfolk & Petersburg (A.M. & O.):						
Montgomery and Erie (Erie):							1st Mortgage.	305,000	8	Jan. & July.	New York.	1877	58
1st Mortgage.	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.	157,000	7	"	"	1877	82
2d Mortgage.	47,000	7	April & Oct.	"	1887	....	2d Mortgage.	464,000	8	"	Norfolk.	1893	86
Montgomery and Eufaula:							North Carolina:						
1st Mortgage end. by Ala. gold.	1,040,000	6*	March & Sept.	New York.	1889	....	1st Mortgage.	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....
1st Mortgage not endorsed.	330,000	8	June and Dec.	"	1900	....	North Eastern (S. Car.):						
Monticello and Port Jervis:							1st Mortgage.	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage.	282,500	8	"	"	1899	....
Morris and Essex (D. L. & W.):							North Missouri (St. L., K.C. & N.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	174	1st Mortgage.	3,000,000	7	Jan. & July.	New York.	1895	103
2d Mortgage guar.	2,003,000	7	Feb. & Aug.	"	1891	131	North Pennsylvania:						
Convertible bonds.	384,400	7	Jan. & July.	"	1900	....	1st Mortgage.	1,930,500	6	Jan. & July.	Philadelphia.	1885	110
Construction bonds.	573,000	7	Feb. and Aug.	"	1889	75	2d Mortgage.	1,500,000	7	May & Nov.	"	1896	113
Gen'l M. (lat on Boston Br.) gr.	4,991,000	7	April & Oct.	"	1901	91	General Mortgage.	2,035,000	7	Jan. & July.	"	1903	104
Special Mortgage.	1,025,000	7	"	"	1915	87	North Shore (Flush., N.S. & Cent.):						
Consol. mort. for \$25,000,000 guar	3,290,000	7	June & Dec.	"	1915	....	1st Mortgage.	135,000	7	Feb. & Aug.	New York.	1887	....
Nashville, Chattanooga & St. Louis:							Northern Central:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	74-83	....	1st Mortgage, Md. State loan.	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	"	"	81-91	....	2d Mortgage S. F. Coupon.	1,490,000	6	Jan. & July.	Baltimore.	1885	102
New Mortgage.	4,700,000	7	"	"	1913	93	3d Mortgage Coupon.	1,126,000	6	April & Oct.	Phila. & Balt.	1900	101
Nashville and Decatur (L. & Nash.)							Mortgage coupon.	2,599,000	6	Jan. & July.	Baltimore.	1900	89
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	95	Mortgage registered.	205,000	6	April & Oct.	"	1900	....
2d Mortgage gold.	206,000	6*	April & Oct.	Nashville.	1887	....	Consol. General Mort. S. F.	2,925,000	6	Jan. & July.	Lond. & Balt.	1904	....
Nashua and Lowell:							Second General Mort. coupon.	3,000,000	6	"	Baltimore.	1926	....
Bonds for freight depot.	200,000	6*	Feb. & Aug.	Boston.	1892	102	Second General Mort. coupon.	1,900,900	6	"	"	1926	....
Newark and New York (C. of N.J.):							Northern New Jersey (Erie):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
Newark, Somerset & Stralville:							Northern Pacific:						
1st Mortgage gold.	800,000	7*	May & Nov.	New York.	1889	98	1st Mort. on R.R. & lands gold.	4,000,000	7.5	Jan. & July.	New York.	1900	22
New Bedford:							3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	Northwestern Union (C. & N.W.):						
New Issue for \$300,000.	400,000	7	"	"	1894	105	1st Mortgage.	3,500,000	7*	March & Sept.	New York.	1917	....
New Haven and Derby:							Norwich & Worcester (B.H. & K.):						
1st Mortgage.	525,000	7	Various.	New Haven.	98-00	....	1st Mort. Mns. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
New H. Middle'n & Willmat.							Construction Bonds.	400,000	6	March & Sept.	"	1897	....
1st Mortgage (coup. & reg.)	8,000,000	7	May & Nov.	New York.	1889	....	Nyack and Northern:						
2d Mortgage.	3,000,000	7	"	"	1881	....	1st Mortgage.	150,000	7	Jan. & July.	New York.	1890	....
New Haven and Northampton:							Ordenburg and Lake Champlain:						
1st Mortgage.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Equipment Mortgage.	300,000	8	Jan. & July.	Boston.	1878	94
Convertible bonds, tax free.	75,000	6	April & Oct.	"	80-82	....	Equipment Mortgage.	200,000	8	"	"	1879	94
Holyoke and Westfield bonds.	200,000	7	"	"	1891	....	Sinking Fund Bonds.	394,000	8	March & Sept.	"	1890	100
New Jersey Midland (N.Y. & O.M.):							Ohio and Mississippi:						
1st Mortgage gold, guar.	8,000,000	7*	Feb. & Aug.	New York.	1895	....	Consolidated Mort. Bonds.	3,067,000	7	Jan. & July.	New York.	1898	35
2d Mortgage.	1,500,000	7	"	"	1881	....	Consolidated S. F. Mortgage.	3,478,000	7	"	"	1898	90
New Jersey and New York:							Consolidated Mort. Sterling.	112,000	7	"	London.	1898	52
1st Mortgage.	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....	2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	100
New Jersey Southern:							Income and Funded Debt Bonds.	174,000	7	"	New York.	1882	....
1st Mortgage.	2,000,000	7	May & Nov.	New York.	1889	211	Debenture Sinking Fund Bonds.	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Tomb River Branch)	120,000	6	April & Oct.	"	1888	....	1st Mort. (Springfield Division).	1,915,000	7	May & Nov.	"	1905	....
2d Mortgage.	1,000,000	7	March & Sept.	"	1881	....	Old Colony.						
Consol. Mort. for \$7,000,000.	5,800,000	7	April & Oct.	"	1908	....	Plain Bonds.	1,000,000	6	March & Sept.	Boston.	1896	101
Income Mortgage.	750,000	7	"	"	1891	....	Plain Bonds.	32,000	6	"	"	1884	99
New Jersey West Line							Plain Bonds.	1,450,000	6	Feb. & Aug.	"	1897	102
1st Mort. gold, for \$2,000,000.	3,000,000	7	May & Nov.	New York.	1900	....	New Bonds for \$2,000,000.	1,692,000	7	March & Sept.	"	1894	110
2d Mortgage.	301,000	6	April & Oct.	New York.	1885	....	Cape Cod Railroad Bonds.	265,430	7	Feb. and Aug.	"	1881	104
3d Mortgage.	601,000	7	June and Dec.	"	1892	....							



An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):							Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	83	Mortgage Loan, convertible....	262,000	6	Jan. & July.	Phila. & Balt.	1894	103
Omaha and Northwestern:							Loan of 1897.....	1,000,000	6	April & Oct.	"	1897	103
1st Mort. Land Grant, Gold.....	16,000pm	7 1/2	Jan. & July.	New York.	1901	....	Loan of 1873.....	700,000	6	"	"	1892	104
Omaha and Southwestern:							Loan of 1875.....	800,000	6	"	"	1900	106
1st Mortgage \$20,000 p. m.....	1,024,000	8	June & Dec.	Boston.	1898	104 1/2	Pleikering Valley (Phila. & Rdg):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	88
Bee Wash. C., Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Ool. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	---	....	1st Mort. (Stoub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1894	....
Ozage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	4,222,000	7	Feb. & Aug.	Philadelphia.	1890	70
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1912	....
Oakosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	120
Oswego and Rome (B. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1912	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1888	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	111
1st Mortgage guar. by C. R. & Q.	1,079,000	8	Jan. & July.	N.Y. & Balt.	1900	110	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	....
Owensboro' and Russellville.							2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	800,000	7	April & Oct.	"	1912	....
Pacific of Missouri:							2d Mortgage (Series L).....	800,000	7	May & Nov.	"	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	99 1/2	2d Mortgage (Series M).....	800,000	7	June & Dec.	"	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	"	1891	80 1/2	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	105
3d Mortgage.....	4,000,000	7	May & Nov.	"	1891	....	Construction bonds of Jan. 1, 1900	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	"	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	"	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash'ton & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	90 1/2
Panama:							2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
General Mortgage, stg £597,800.	2,899,330	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	"	Baltimore.	1888	....
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Ind. & Decatur (T.W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N.H.):						
Pemberton & Highta. (U.C. of N.J.):							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	749,000	6 1/2	May & Nov.	"	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000.....	1,200,900	6 1/2	May & Nov.	N.Y. & Balt.	1891	46
1st Mortgage gold (S.F.) 2d series	2,000,000	7 1/2	"	"	1900	....	Portland and Oxford Central:						
2d Mortgage.....	640,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1893	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1890	104 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1897	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	107 1/2	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1897	....
(General Mortgage, registered.)							2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	"	1891	....
Consolidated Mortgage.....	29,250,000	6 1/2	Jan. & July.	London.	1906	92 1/2	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd	4,795,108	5	April & Oct.	Philadelphia.	77-90	....	1st Mortgage gold, skg fd.....	2,000,000	7 1/2	May & Nov.	N.Y. & Lond.	1899	....
Pennsylvania Coal:							1st Mort. gold, guar. by G. R. R.	500,000	7 1/2	"	"	1899	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R.R.	514,900	7	June and Dec.	Boston.	1893	50
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poultneyville and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	"	1903	....	1st Mort. gold, conv. & tax free..	844,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L.V.):							2d Mortgage.....	78,000	7	"	"	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	112 1/2	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
Peoria & Bureau Val (C.R.L. & P.):							Stoughton Branch bonds.....	1,000,900	6	"	"	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C.B. & Q.):							1st Mortgage gold.....	1,000,600	7 1/2	May & Nov.	Philadelphia.	1893	....
1st Mortgage, traffic guarantee.	377,000	8	Jan. & July.	Boston.	1875	100 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	600,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1900	83
Peoria and Rock Island:							Quincy & Warsaw (C.B. & Q.):						
1st Mort. gold, conv. & tax free.	1,500,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1900	107
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkloemen (Phila. and Rdg):							1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1892	95
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	75	2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (instalments).....	241,500	8	Jan. & July.	New York.	79-98	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	113
2d Mortgage.....	500,000	8	"	"	1902	....	2d Mortgage.....	150,000	7	"	"	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1894	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1900	....
Philadelphia and Baltimore Cent.:							1st Mortgage (Glenn's Falls).....	126,000	7	Jan. & July.	"	1894	....
1st Mortgage (Penn. Div. 58 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,793,500	7	May and Nov.	"	1921	92
1st Mortgage (Md. Div. 8 1/2 m.)	300,000	6	"	"	1891	....	New Gen'l Mort. for \$8,000,000.	1,092,000	6 1/2	"	"	....	....
2d Mortgage (Pa. & Md. 45 m.)	400,000	7	"	"	1900	....	Richmond and Danville.						
Philadelphia and Erie (Penna.):							Virginia State Loan, skg fund.....	600,000	6	Jan. & July.	Richmond.	1890	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	110	Virginia State guar. bonds.....	157,800	6	"	"	1875	....
1st Mortgage.....	5,000,000	6	"	"	1881	103	1st Mort. (Peldmont Branch).....	500,000	8	"	"	1888	....
2d Mortgage.....	8,000,000	6	Jan. & July.	"	1888	96 1/2	1st Mort. (Northwestern, N.C.)	500,000	6 1/2	April & Oct.	N.Y. or Rich.	....	....
General Mort. for \$20,000,000.....	7,652,000	6 1/2	"	Phil. or Lond.	1920	....	Consolidated Mortgage.....	1,794,000	6	May and Nov.	New York.	75-90	73
Philadelphia and Reading:							Richd., Frederickburg & Potomac:						
Loan of 1868, debenture.....	1,138,400	6	Jan. & July.	Philadelphia.	1893	45	Sterling Loan.....	97,777	6 1/2	Jan. & July.	London.	1875	....
Mort. Loans of 1843-44-45 & 49.	1,510,500	6	"	"	1890	103 1/2	Dollar Loan.....	175,428	7	"	Richmond.	1875	....
Mortgage Loan of 1865.....	2,700,000	7	Apr. and Oct.	"	1893	112 1/2	Dollar Loan, Coupon.....	450,000	5	"	"	1891	....
Mortgage Loan of 1865 stg.....	182,400	8 1/2	Jan. & July.	London.	1890	....	Dollar Loan.....	124,489	6	various	"	1875	....
Mortgage Loan of 1843 stg.....	907,200	6 1/2	"	"	1880	....	Richmond and Petersburg:						
Mortgage Loan of 1836 stg.....	134,400	7 1/2	"	"	1877	....	1st Mortgage (Coupon).....	174,000	8	Apr. and Oct.	Richmond.	90-86	....
Dollar coupon.....	7,310,000	7	June & Dec.	Philadelphia.	1911	100	New mortgage of 1875.....	81,000	7	May & Nov.	"	1915	....
Consolidated Dollar registered	3,339,000	7	"	"	1911	160	Rockford, E. Island & St. Louis:						
Mortgage Gold or stg coupon.....	7,000,000	6 1/2	"	Phil. or Lond.	1911	....	1st Mortgage tax free.....	9,000,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1913	....
June 1, 1871. Gold or stg reg.....	665,000	6 1/2	"	"	1911	....	Richmond, Watertown & Ogdensb.):						
Dollar coupon.....	305,000	6 1/2	"	Philadelphia.	1911	....	1st Mortgage (W. & R. Skg Fund)	799,900	7	March & Sept.	New York.	1890	98
New debent. loan, conv.....	10,490,000	7	Jan. & July.	"	1893	50	2d Mortgage.....	400,000	7	Jan. & July.	"	1902	....
New Improvement Mort. Loan	9,391,000	6 1/2	Apr. and Oct.	Phil. or Lond.	1897	....	General Mort. S. F.....	1,050,500	7	June & Dec.	"	1891	....
Gen'l Mort. stg. S.F. (\$80,000,000)	19,695,000	6 1/2	Jan. & July.	"	1909	....	Consol. Mort. conv. till 1879.....	5,000,000	7	Apr. and Oct.	"	1904	....
Mort. Coal and Iron Co. guar.	13,192,800	7	Various	"	1892	60 1/2	Rutland (Cont. Vt. & Vt. & Can.):						
Pittsburg, Titusville & Buffalo:							Equipment Mortgage, tax free.....	500,000	7	May and Nov.	Boston.	1890	92 1/2
1st mortgage.....	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	62	Equipment Mortgage.....	500,000	6	March & Sept.	"	1890	96
Funding income.....	200,000	7	"	"	1892	....	General Mort.....	1,200,000	6	May and Nov.</			



AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage	340,000	8	May & Nov.	Saginaw.	1892		1st Mortgage Sterling	1,482,867	5*	Jan. & July.	London.	1878	
Saint Croix and Penobscot:							1st Mortgage (L.) currency	1,061,500	7	"	New York.	1878	
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879		2d Mort. for \$3,000,000	1,236,500	7	April & Oct.	"	1902	
2d Mort. ( " )	17,500	6	"	"	1879		Domestic (I.) Bonds	1,061,500	7	April & Oct.	Charleston.	1891	
Cable Loan (Lewy's Island)	115,000	8	June & Dec.	"	1876		Domestic (K.) Bonds	63,500	6	Jan. & July.	"	1892	
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (B. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1892		1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	
1st M. (W. D.) land grant, g'd tax fr.	5,500,000	8*	"	"	1900		2d Mort.	200,000	7	"	"	1889	
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893		1st Mortgage guaranteed	300,000	6	June & Dec.	Philadelphia.	1888	
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000	177,500	7	March & Sept.	"	1894	
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894		South and North Alabama:						
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	107	1st Mort. endor. by Ala. gold	391,000	8*	Jan. & July.	New York.	1890	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84	Sterling Mort., guar. by L. & N.	21,635,000	6*	May & Nov.	London.		
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894		South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	69	1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1893	73
Equipment Mortgage	500,000	10	March & Sept.	"	1894		South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	1891	99
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	108	South Side, Va. (A., M. and O.):						
2d Mort. ( " )	6,000,000	7*	May & Nov.	"	1897	56	1st preferred bonds	675,000	8	Jan. & July.	New York.	1890	96
1st Mort. L.G. (Arkansas Brh)	2,500,000	7*	June & Dec.	"	1897		2d preferred bonds	621,000	8	"	"	1890	73
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	"	"	1897		3d preferred bonds	452,800	6	"	"	1890	65
Consolidated Mortgage	1,500,000	7	"	"	1899		Southern Central (N. Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	
1st Mortgage	2,920,000	7	April & Oct.	New York.	1894		2d Mortgage	600,000	7*	March & Sept.	"	1892	108
2d Mortgage	545,000	7	Jan. & July.	"	1898		Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & Northern:							1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	
1st Mortgage (North. Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101	Southern of L. L.						
Real estate & 2d M. for \$3,000,000	963,000	7	March & Sept.	"	1899		1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	
St. Louis, Lawrence & Denver:							2d Mort., Sinking Fund	1,500,000	7	May & Nov.	"	1900	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901		Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	1878	88
1st Mort. gold skg fund conv.	2,307,000	7	May & Nov.	New York.	1894		2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896		Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897		1st Mortgage gold for \$28,000,000	11,000,000	6*	April & Oct.	New York.		
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	"	1902		Southern Pennsylvania:						
St. Louis, Van. & T. H. (T. H. & L.):							1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897		2d Mortgage gold	85,000	7*	"	"	1899	
2d Mortgage (A.) guaranteed	1,600,000	7	May & Nov.	"	1899		South Western (Gen. of Ga.):						
2d Mortgage (B.) convertible	1,000,000	7	"	"	1899		1st Bonds, various conv.	391,000	7	various.	Macon.	1872	86
St. Louis and San Francisco:							1st Mortgage (Muscougee) conv.	300,000	7	"	"	1872	76
1st Mortgage A.	236,200	6	May & Nov.	New York.	1906		Spartanburg and Union:						
2d Mort. B. & C. gold	4,171,000				1906		1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed	198,870	7	"	"	1879	
1st Mort. (St. P. to St. Anth. 10m)	120,000	8	March & Sept.	New York.	1892		Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watish) 90m.	266,000	7	Jan. & July.	"	1892		1st Mortgage	416,000	7	Jan. & July.	Boston.	1878	91
2d Mort. ( " ) & 1st land gr.	1,145,760	7	June & Dec.	"	1892		Springfield & Illinois S. Eastern:						
1st M. (Main L.) R. R. & Lands	3,000,000	7*	May & Nov.	London.			1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	
2d M. ( " ) R. R. & Lands	8,500,000	7*	"	"			2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	
General Mortgage for \$15,000,000							Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	
1st Mortgage	450,000	8	Jan. & July.	New York.	1901		Staten Island:						
St. Paul, West Jersey:							1st Mortgage	200,000	7	Jan. & July.	New York.	1886	56
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878		Stamstead, Shefford and Chamblay:						
Stamstead and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Stam. Mansfield & Newark (B. & O.):							1st Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Stam. & Whitehall (B. & S.):							1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886		Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage	800,000	7	Jan. & July.	N. Y., Bos. Ph.	1904	97
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.		Sunbury and Lewiston:						
Savannah & Charleston:							1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889		Income Mort. gold	200,000	6*	"	"	1891	
State guaranteed (C. & S.) bonds	500,000	6	March & Sept.	Charleston.	1877		Suspens. Bridge & Erie June (E.):						
Funded Interest bonds, guar.	111,800	7	"	New York.	1889		1st Mortgage	1,000,000	7	"	New York.		
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N. Y. (D. L. & W.):						
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891		1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	
Savannah and Memphis:							2d Mortgage	270,000	7	June & Dec.	"	1887	
1st Mort. gold, endor. by State.	16,000 pm	8*	May and Nov.	New York.	1890		Syracuse and Chenango Valley:						
Beheneclady & Susq. (D. & H. Can.)							1st Mort. gold, for \$500,000	500,000	7*	Feb. and Aug.	New York.	1891	
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900		Teb. and Neosho (M. K. & T.):						
Beholcraft & Three R. (L. B. M.):							1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	
1st Mortgage	100,000	8	Jan. & July.	New York.	1887		Terre Haute & Indianapolis:						
Shaboard and Roanoke:							1st Mortgage	800,000	7	April & Oct.	New York.	1879	
1st Mortgage	210,000	7	Jan. & July.	New York.	1880		Bonds of 1873 for \$1,600,000	616,000	7	"	"	1894	
Belma and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890		1st Mortgage, 8,000 per mile	3,555,000	6*	Mar. & Sept.	N. Y., Ph. Lon.	1905	
Belma, Marion and Memphis:							Consolidated Mortgage	7,544,000	6*	June & Dec.	"	1906	
1st Mort. guar. by Ala.	16,000 pm	8	March & Sept.	New York.	1890		Income and Land Grant	7,339,806	7	July.	N. Y. & Phil.	1915	
Belma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free	2,000,000	7	April & Oct.	New York.	1887		1st Mortgage	1,500,000	7*	Jan. and July.	"	1906	42
2d Mortgage	4,000,000	7	Jan. & July.	"	1891		Toledo, Peoria and Warsaw:						
Equipment Mortgage	230,000	10	"	"	1881		1st Mortgage (Eastern Div.)	1,000,000	7	June & Dec.	New York.	1894	88
Shamokin Valley & Pottaw. (N. C.):							1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	"	1896	90
1st Mortgage on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	97	2d Mort. conv.	1,300,000	7	April & Oct.	"	1886	16
Rheboygan and Fond du Lac:							Equipment Mort. sinking fund	94,000	8	Jan. & July.	"	1879	
1st Mortgage	729,000	7	June & Dec.	New York.	1884		Consol. Mort. for \$6,200,000	1,500,000	7	May & Nov.	"	1910	25
1st Mortgage extension	694,000	8	April & Oct.	"	1890		1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	"	1901	
Shenango and Allegheny:							Toledo, Wabash and Western:						
1st Mortgage for \$1,000,000	705,000	7	April & Oct.	New York.	1889		1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	100
Shenango Valley (Ct.):							1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	"	"	1890	104
1st Mortgage	400,000	7	April & Oct.	New York.	1891		1st Mort. (Gt. West. Rwy. of '89)	2,500,000	7	"	"	1895	99
2d Mortgage	200,000	7	Jan. & July.	"	1902		1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	"	1890	75
Shore Line (N. Y., N. H. & Hart.)							1st Mort. (Ill. & South. Iowa)	300,000	7	Feb. and Aug.	"	1882	77
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880		1st Mort. (Decatur & East St. L.)	2,700,000	7	F. M. A. & N.	"	1889	111
Sioux City and St. Paul:							2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	"	1878	73
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901		2d Mort. (Wabash & Western)	1,500,000	7	"	"	1878	73
Land Grant Mortgage gold	500,000	7*	"	"	1901		2d Mort. (Gt. West. Rwy. of '89)	2,500,000	7	"	"	1893	101
2d Mortgage	450,000	8	"	"			Equipment (Toledo & Wabash)	600,000	7	"	"	1893	101
Equipment bonds	165,000	10	"	"			Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	55
St. Paul City and Pacific:							Consol. 2d mort. gold	2,196,000	7	Feb. and Aug.	"	1893	
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1895	44	Traverse City (Gr. Rap. and Ind.):						
2d Mort. (Gov. Subsidy)	1,628,200	6	"	U.S. Treasury	1893		1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	



## AMERICAN RAILROAD BOND LIST.

The Letter (s) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Troy & Bennington (T. & R.):	\$						Western Maryland:	\$					
1st Mortgage s&g fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	98
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	111
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	111
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	163
3d Mortgage.....	300,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1890	60
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	112
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6a	Jan. and July.	New York.	1890	104
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	83
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch):	1,000,000	4	Jan. and July.	"	1890	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	
1st Mortgage gold, tax free.....	7,231,000	6a	Jan. & July.	N. Y. & Bos.	'94-'96	106	Western Union (Chl. M. & St. P.):						
1st Mort. Land Grant.....	7,324,000	7	Apr. and Oct.	"	1887	104	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1890	....
2d Mortgage (Gov. subidy).....	7,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	104	West Jersey:						
3d Mortgage Sinking Fund.....	14,046,000	8	March & Sept.	New York.	1894	92	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	80
Omaha Bridge Bonds Sterling.....	2,225,000	6a	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1890	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1885	....	1st Mort. (Swedenboro) guar.....	200,000	6	June & Dec.	Camden.	....	
2d Mortgage (Gov. subidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	600,000	7	Apr. and Oct.	"	....	
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	100
1st Mortgage gold, s&g fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P. & Buff):							1st Mort. land gr. gold s&g fund	3,900,000	7a	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	56	1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
United N. J. R. R. & Canal Co.:							White Water Valley:						
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	104	1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan \$349,200 (U. Co's)	1,844,000	6a	"	London.	1894	....	Wico Mico and Peconoke:						
Sterling Loan \$260,000 ( " )	1,800,000	6a	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 S. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Company's)	154,000	6	Feb. and Aug.	"	1888	98	1st Mortgage.....	350,000	6	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	600,000	7	(Due 90 days after demand.)	London.	1890	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$262,000 (C. & A. M.)	1,810,000	6a	Feb. and Aug.	Philadelphia.	1883	102	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	30
Loan of 1888 (Camden & Amb'y)	1,780,000	6	June & Dec.	Princeton.	1889	102	Wilmington and Reading:						
Mortg. Loan ( " )	500,000	6	May and Nov.	Philadelphia.	1889	109	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	10
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....		Wilmington and Weldon:						
Utah Central:							Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
Utah Southern:							Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1890	104
Utica and Black River:							Wilmington and Western (Del.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage.....	500,000	7.3	J. A. J. & O. Phil. & Wilm.	1892	....	
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	Winona & St. Peter (C. & N. W.):						
Utica, Ithaca and Elmira:							1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	90
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	77
Vermont Cent. - See Central Vt.							Extension mortgage bonds.....	4,375,000	7a	June & Dec.	"	1916	....
Vermont and Massachusetts:							Wisconsin Central:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103	1st M. L. G. gold S. F. \$25,000 pm	4,618,500	7a	Jan. and July.	Boston.	1901	39
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester (Md.):						
Convertible bonds.....	150,000	7	"	"	1885	103	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Vicksburg and Meridian:							Worcester and Nashua:						
General 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
2d series (blue).....	580,000	7	"	"	1890	....	Plain Bonds.....	185,300	6	Various	"	'81-'87	....
Mortgage 3d series (black).....	158,000	7	"	"	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	CANAL BONDS.						
Vineyard:							Chesapeake and Delaware:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	1st Mortgage sinking fund.....	1,903,750	6	Jan. and July.	Philadelphia.	1886	73
Virginia & Tennessee (A. M. & O.):							Chesapeake and Ohio:						
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1878	....	Sterling Loan guaranteed.....	4,375,000	6a	J. A. J. & O.	London.	1890	....
2d Mortgage.....	900,000	6	"	"	1884	89	Preferred Bonds (next lien)	1,000,000	6	Jan. and July.	Baltimore.	1886	60
3d Mortgage.....	900,000	6	March & Sept.	"	1900	94	Delaware Division (L. O. & N.):						
Registered Certificate.....	84,191	8	Jan. and July.	"	1875	....	1st Mortgage, guaranteed.....	300,000	6	Jan. & July.	Philadelphia.	1878	53
Funded Interest.....	230,900	8	"	"	1880	....	Delaware and Hudson:						
Wallkill Valley (Krie):							1st Mort. 1st series, July 1, 1899	3,500,000	7	Jan. and July.	New York.	1894	50
1st Mortgage gold, tax free.....	510,500	7a	Apr. and Oct.	New York.	1901	....	reg. 2d series, Jan. 1, 1871	6,000,000	7	"	"	1891	97
Warren (D. L. & W.):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	55
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Lehigh Coal and Navigation:						
Warren & Franklin (P. T. & B.):							Loan of 1877, Debentures.....	782,779	6	June & Dec.	Philadelphia.	1877	....
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	77	Convertible Debentures.....	41,550	6	"	"	1882	....
Warwick Valley (Krie):							Convertible Loan, gold.....	771,000	6	March & Sept.	"	1894	94
Wasatch and Jordan Valley:							1st Mortgage, registered.....	6,381,338	6	J. A. J. & O.	"	1884	103
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	109
Washington City, Va. Mid. & Gt. So.:							Mortgage (equip.) Loan, gold.....	4,688,500	6a	June & Dec.	"	1897	87
1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	85	Consolidated Mortgage.....	1,115,000	7	"	"	1911	20
2d Mort. ( " )	350,000	6	"	"	1891	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
3d Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	30	Greenwood Mortgage Loan.....	140,000	8	Apr. and Oct.	"	1877	....
2d Mort. ( " )	1,300,000	6	Jan. and July.	"	1875	73	Monongahela Navigation:						
3d Mort. ( " )	600,000	6	May and Nov.	"	1875	60	1st Mortgage.....	108,000	6	Jan. and July.	New York.	1887	....
4th Mort. ( " )	700,000	8	March & Sept.	"	1880	15	Morris and Banking:						
Funded Coupons (do.)	722,064	....					1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
1st Mort. (Lynchb'g & Danville)	621,000	....	Apr. and Oct.	"	1894	....	Bost. Loan, sinking fund.....	328,968	7	Apr. and Oct.	"	1890	....
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'93	....	Preferred Stock Dividend Scrip.	108,164	7	Jan. and July.	"	1897	....
Washington and Ohio:							Pennsylvania:						
1st Mort. (Alex. Lou. & Ham.)	47,000	7	May and Nov.	New York.	1896	....	1st Mortgage s&g fund guar.....	2,905,000	6	Jan. and July.	Philadelphia.	1910	....
1st Mortgage for \$9,000,000.....	265,540	7a	Apr. and Oct.	"	1901	35	1st Mortgage (W. Y. Val. Can.).....	600,000	6	"	"	1878	....
Westchester and Philadelphia:							Schuyl						







[illegible]



## RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.										Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Par.	P.C.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
										Dividend's.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Net																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Gross.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Freight.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Passen- gers.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Trains Moved.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Railroad Operated.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Surplus Income.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Accounts.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Bonds.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Stocks.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Accounts and Cash.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Assets.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Rolling Stock.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Railroad.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Companies.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
										Freight.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										R. M. R.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Pass.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Engines.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Railroad in progress.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Branch Line.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Main Line.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Years ending.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
Dec. 31, 1876.	Sept. 30, 1877.	Sept. 30, 1878.	Sept. 30, 1879.	Sept. 30, 1880.	Sept. 30, 1881.	Sept. 30, 1882.	Sept. 30, 1883.	Sept. 30, 1884.	Sept. 30, 1885.	Sept. 30, 1886.	Sept. 30, 1887.	Sept. 30, 1888.	Sept. 30, 1889.	Sept. 30, 1890.	Sept. 30, 1891.	Sept. 30, 1892.	Sept. 30, 1893.	Sept. 30, 1894.	Sept. 30, 1895.	Sept. 30, 1896.	Sept. 30, 1897.	Sept. 30, 1898.	Sept. 30, 1899.	Sept. 30, 1900.	Sept. 30, 1901.	Sept. 30, 1902.	Sept. 30, 1903.	Sept. 30, 1904.	Sept. 30, 1905.	Sept. 30, 1906.	Sept. 30, 1907.	Sept. 30, 1908.	Sept. 30, 1909.	Sept. 30, 1910.	Sept. 30, 1911.	Sept. 30, 1912.	Sept. 30, 1913.	Sept. 30, 1914.	Sept. 30, 1915.	Sept. 30, 1916.	Sept. 30, 1917.	Sept. 30, 1918.	Sept. 30, 1919.	Sept. 30, 1920.	Sept. 30, 1921.	Sept. 30, 1922.	Sept. 30, 1923.	Sept. 30, 1924.	Sept. 30, 1925.	Sept. 30, 1926.	Sept. 30, 1927.	Sept. 30, 1928.	Sept. 30, 1929.	Sept. 30, 1930.	Sept. 30, 1931.	Sept. 30, 1932.	Sept. 30, 1933.	Sept. 30, 1934.	Sept. 30, 1935.	Sept. 30, 1936.	Sept. 30, 1937.	Sept. 30, 1938.	Sept. 30, 1939.	Sept. 30, 1940.	Sept. 30, 1941.	Sept. 30, 1942.	Sept. 30, 1943.	Sept. 30, 1944.	Sept. 30, 1945.	Sept. 30, 1946.	Sept. 30, 1947.	Sept. 30, 1948.	Sept. 30, 1949.	Sept. 30, 1950.	Sept. 30, 1951.	Sept. 30, 1952.	Sept. 30, 1953.	Sept. 30, 1954.	Sept. 30, 1955.	Sept. 30, 1956.	Sept. 30, 1957.	Sept. 30, 1958.	Sept. 30, 1959.	Sept. 30, 1960.	Sept. 30, 1961.	Sept. 30, 1962.	Sept. 30, 1963.	Sept. 30, 1964.	Sept. 30, 1965.	Sept. 30, 1966.	Sept. 30, 1967.	Sept. 30, 1968.	Sept. 30, 1969.	Sept. 30, 1970.	Sept. 30, 1971.	Sept. 30, 1972.	Sept. 30, 1973.	Sept. 30, 1974.	Sept. 30, 1975.	Sept. 30, 1976.	Sept. 30, 1977.	Sept. 30, 1978.	Sept. 30, 1979.	Sept. 30, 1980.	Sept. 30, 1981.	Sept. 30, 1982.	Sept. 30, 1983.	Sept. 30, 1984.	Sept. 30, 1985.	Sept. 30, 1986.	Sept. 30, 1987.	Sept. 30, 1988.	Sept. 30, 1989.	Sept. 30, 1990.	Sept. 30, 1991.	Sept. 30, 1992.	Sept. 30, 1993.	Sept. 30, 1994.	Sept. 30, 1995.	Sept. 30, 1996.	Sept. 30, 1997.	Sept. 30, 1998.	Sept. 30, 1999.	Sept. 30, 2000.	Sept. 30, 2001.	Sept. 30, 2002.	Sept. 30, 2003.	Sept. 30, 2004.	Sept. 30, 2005.	Sept. 30, 2006.	Sept. 30, 2007.	Sept. 30, 2008.	Sept. 30, 2009.	Sept. 30, 2010.	Sept. 30, 2011.	Sept. 30, 2012.	Sept. 30, 2013.	Sept. 30, 2014.	Sept. 30, 2015.	Sept. 30, 2016.	Sept. 30, 2017.	Sept. 30, 2018.	Sept. 30, 2019.	Sept. 30, 2020.	Sept. 30, 2021.	Sept. 30, 2022.	Sept. 30, 2023.	Sept. 30, 2024.	Sept. 30, 2025.	Sept. 30, 2026.	Sept. 30, 2027.	Sept. 30, 2028.	Sept. 30, 2029.	Sept. 30, 2030.	Sept. 30, 2031.	Sept. 30, 2032.	Sept. 30, 2033.	Sept. 30, 2034.	Sept. 30, 2035.	Sept. 30, 2036.	Sept. 30, 2037.	Sept. 30, 2038.	Sept. 30, 2039.	Sept. 30, 2040.	Sept. 30, 2041.	Sept. 30, 2042.	Sept. 30, 2043.	Sept. 30, 2044.	Sept. 30, 2045.	Sept. 30, 2046.	Sept. 30, 2047.	Sept. 30, 2048.	Sept. 30, 2049.	Sept. 30, 2050.	Sept. 30, 2051.	Sept. 30, 2052.	Sept. 30, 2053.	Sept. 30, 2054.	Sept. 30, 2055.	Sept. 30, 2056.	Sept. 30, 2057.	Sept. 30, 2058.	Sept. 30, 2059.	Sept. 30, 2060.	Sept. 30, 2061.	Sept. 30, 2062.	Sept. 30, 2063.	Sept. 30, 2064.	Sept. 30, 2065.	Sept. 30, 2066.	Sept. 30, 2067.	Sept. 30, 2068.	Sept. 30, 2069.	Sept. 30, 2070.	Sept. 30, 2071.	Sept. 30, 2072.	Sept. 30, 2073.	Sept. 30, 2074.	Sept. 30, 2075.	Sept. 30, 2076.	Sept. 30, 2077.	Sept. 30, 2078.	Sept. 30, 2079.	Sept. 30, 2080.	Sept. 30, 2081.	Sept. 30, 2082.	Sept. 30, 2083.	Sept. 30, 2084.	Sept. 30, 2085.	Sept. 30, 2086.	Sept. 30, 2087.	Sept. 30, 2088.	Sept. 30, 2089.	Sept. 30, 2090.	Sept. 30, 2091.	Sept. 30, 2092.	Sept. 30, 2093.	Sept. 30, 2094.	Sept. 30, 2095.	Sept. 30, 2096.	Sept. 30, 2097.	Sept. 30, 2098.	Sept. 30, 2099.	Sept. 30, 2100.	Sept. 30, 2101.	Sept. 30, 2102.	Sept. 30, 2103.	Sept. 30, 2104.	Sept. 30, 2105.	Sept. 30, 2106.	Sept. 30, 2107.	Sept. 30, 2108.	Sept. 30, 2109.	Sept. 30, 2110.	Sept. 30, 2111.	Sept. 30, 2112.	Sept. 30, 2113.	Sept. 30, 2114.	Sept. 30, 2115.	Sept. 30, 2116.	Sept. 30, 2117.	Sept. 30, 2118.	Sept. 30, 2119.	Sept. 30, 2120.	Sept. 30, 2121.	Sept. 30, 2122.	Sept. 30, 2123.	Sept. 30, 2124.	Sept. 30, 2125.	Sept. 30, 2126.	Sept. 30, 2127.	Sept. 30, 2128.	Sept. 30, 2129.	Sept. 30, 2130.	Sept. 30, 2131.	Sept. 30, 2132.	Sept. 30, 2133.	Sept. 30, 2134.	Sept. 30, 2135.	Sept. 30, 2136.	Sept. 30, 2137.	Sept. 30, 2138.	Sept. 30, 2139.	Sept. 30, 2140.	Sept. 30, 2141.	Sept. 30, 2142.	Sept. 30, 2143.	Sept. 30, 2144.	Sept. 30, 2145.	Sept. 30, 2146.	Sept. 30, 2147.	Sept. 30, 2148.	Sept. 30, 2149.	Sept. 30, 2150.	Sept. 30, 2151.	Sept. 30, 2152.	Sept. 30, 2153.	Sept. 30, 2154.	Sept. 30, 2155.	Sept. 30, 2156.	Sept. 30, 2157.	Sept. 30, 2158.	Sept. 30, 2159.	Sept. 30, 2160.	Sept. 30, 2161.	Sept. 30, 2162.	Sept. 30, 2163.	Sept. 30, 2164.	Sept. 30, 2165.	Sept. 30, 2166.	Sept. 30, 2167.	Sept. 30, 2168.	Sept. 30, 2169.	Sept. 30, 2170.	Sept. 30, 2171.	Sept. 30, 2172.	Sept. 30, 2173.	Sept. 30, 2174.	Sept. 30, 2175.	Sept. 30, 2176.	Sept. 30, 2177.	Sept. 30, 2178.	Sept. 30, 2179.	Sept. 30, 2180.	Sept. 30, 2181.	Sept. 30, 2182.	Sept. 30, 2183.	Sept. 30, 2184.	Sept. 30, 2185.	Sept. 30, 2186.	Sept. 30, 2187.	Sept. 30, 2188.	Sept. 30, 2189.	Sept. 30, 2190.	Sept. 30, 2191.	Sept. 30, 2192.	Sept. 30, 2193.	Sept. 30, 2194.	Sept. 30, 2195.	Sept. 30, 2196.	Sept. 30, 2197.	Sept. 30, 2198.	Sept. 30, 2199.	Sept. 30, 2200.	Sept. 30, 2201.	Sept. 30, 2202.	Sept. 30, 2203.	Sept. 30, 2204.	Sept. 30, 2205.	Sept. 30, 2206.	Sept. 30, 2207.	Sept. 30, 2208.	Sept. 30, 2209.	Sept. 30, 2210.	Sept. 30, 2211.	Sept. 30, 2212.	Sept. 30, 2213.	Sept. 30, 2214.	Sept. 30, 2215.	Sept. 30, 2216.	Sept. 30, 2217.	Sept. 30, 2218.	Sept. 30, 2219.	Sept. 30, 2220.	Sept. 30, 2221.	Sept. 30, 2222.	Sept. 30, 2223.	Sept. 30, 2224.	Sept. 30, 2225.	Sept. 30, 2226.	Sept. 30, 2227.	Sept. 30, 2228.	Sept. 30, 2229.	Sept. 30, 2230.	Sept. 30, 2231.	Sept. 30, 2232.	Sept. 30, 2233.	Sept. 30, 2234.	Sept. 30, 2235.	Sept. 30, 2236.	Sept. 30, 2237.	Sept. 30, 2238.	Sept. 30, 2239.	Sept. 30, 2240.	Sept. 30, 2241.	Sept. 30, 2242.	Sept. 30, 2243.	Sept. 30, 2244.	Sept. 30, 2245.	Sept. 30, 2246.	Sept. 30, 2247.	Sept. 30, 2248.	Sept. 30, 2249.	Sept. 30, 2250.	Sept. 30, 2251.	Sept. 30, 2252.	Sept. 30, 2253.	Sept. 30, 2254.	Sept. 30, 2255.	Sept. 30, 2256.	Sept. 30, 2257.	Sept. 30, 2258.	Sept. 30, 2259.	Sept. 30, 2260.	Sept. 30, 2261.	Sept. 30, 2262.	Sept. 30, 2263.	Sept. 30, 2264.	Sept. 30, 2265.	Sept. 30, 2266.	Sept. 30, 2267.	Sept. 30, 2268.	Sept. 30, 2269.	Sept. 30, 2270.	Sept. 30, 2271.	Sept. 30, 2272.	Sept. 30, 2273.	Sept. 30, 2274.	Sept. 30, 2275.	Sept. 30, 2276.	Sept. 30, 2277.	Sept. 30, 2278.	Sept. 30, 2279.	Sept. 30, 2280.	Sept. 30, 2281.	Sept. 30, 2282.	Sept. 30, 2283.	Sept. 30, 2284.	Sept. 30, 2285.	Sept. 30, 2286.	Sept. 30, 2287.	Sept. 30, 2288.	Sept. 30, 2289.	Sept. 30, 2290.	Sept. 30, 2291.	Sept. 30, 2292.	Sept. 30, 2293.	Sept. 30, 2294.	Sept. 30, 2295.	Sept. 30, 2296.	Sept. 30, 2297.	Sept. 30, 2298.	Sept. 30, 2299.	Sept. 30, 2300.	Sept. 30, 2301.	Sept. 30, 2302.	Sept. 30, 2303.	Sept. 30, 2304.	Sept. 30, 2305.	Sept. 30, 2306.	Sept. 30, 2307.	Sept. 30, 2308.	Sept. 30, 2309.	Sept. 30, 2310.	Sept. 30, 2311.	Sept. 30, 2312.	Sept. 30, 2313.	Sept. 30, 2314.	Sept. 30, 2315.	Sept. 30, 2316.	Sept. 30, 2317.	Sept. 30, 2318.	Sept. 30, 2319.	Sept. 30, 2320.	Sept. 30, 2321.	Sept. 30, 2322.	Sept. 30, 2323.	Sept. 30, 2324.	Sept. 30, 2325.	Sept. 30, 2326.	Sept. 30, 2327.	Sept. 30, 2328.	Sept. 30, 2329.	Sept. 30, 2330.	Sept. 30, 2331.	Sept. 30, 2332.	Sept. 30, 2333.	Sept. 30, 2334.	Sept. 30, 2335.	Sept. 30, 2336.	Sept. 30, 2337.	Sept. 30, 2338.	Sept. 30, 2339.	Sept. 30, 2340.	Sept. 30, 2341.	Sept. 30, 2342.	Sept. 30, 2343.	Sept. 30, 2344.	Sept. 30, 2345.	Sept. 30, 2346.	Sept. 30, 2347.	Sept. 30, 2348.	Sept. 30, 2349.	Sept. 30, 2350.	Sept. 30, 2351.	Sept. 30, 2352.	Sept. 30, 2353.	Sept. 30, 2354.	Sept. 30, 2355.	Sept. 30, 2356.	Sept. 30, 2357.	Sept. 30, 2358.	Sept. 30, 2359.	Sept. 30, 2360.	Sept. 30, 2361.	Sept. 30, 2362.	Sept. 30, 2363.	Sept. 30, 2364.	Sept. 30, 2365.	Sept. 30, 2366.	Sept. 30, 2367.	Sept. 30, 2368.	Sept. 30, 2369.	Sept. 30, 2370.	Sept. 30, 2371.	Sept. 30, 2372.	Sept. 30, 2373.	Sept. 30, 2374.	Sept. 30, 2375.	Sept. 30, 2376.	Sept. 30, 2377.	Sept. 30, 2378.	Sept. 30, 2379.	Sept. 30, 2380.	Sept. 30, 2381.	Sept. 30, 2382.	Sept. 30, 2383.	Sept. 30, 2384.	Sept. 30, 2385.	Sept. 30, 2386.	Sept. 30, 2387.	Sept. 30, 2388.	Sept. 30, 2389.	Sept. 30, 2390.	Sept. 30, 2391.	Sept. 30, 2392.	Sept. 30, 2393.	Sept. 30, 2394.	Sept. 30, 2395.	Sept. 30, 2396.	Sept. 30, 2397.	Sept. 30, 2398.	Sept. 30, 2399.	Sept. 30, 2400.	Sept. 30, 2401.	Sept. 30, 2402.	Sept. 30, 2403.	Sept. 30, 2404.	Sept. 30, 2405.	Sept. 30, 2406.	Sept. 30, 2407.	Sept. 30, 2408.	Sept. 30, 2409.	Sept. 30, 2410.	Sept. 30, 2411.	Sept. 30, 2412.	Sept. 30, 2413.	Sept. 30, 2414.	Sept. 30, 2415.	Sept. 30, 2416.	Sept. 30, 2417.	Sept. 30, 2418.	Sept. 30, 2419.	Sept. 30, 2420.	Sept. 30, 2421.	Sept. 30, 2422.	Sept. 30, 2423.	Sept. 30, 2424.	Sept. 30, 2425.	Sept. 30, 2426.	Sept. 30, 2427.	Sept. 30, 2428.	Sept. 30, 2429.	Sept. 30, 2430.	Sept. 30, 2431.	Sept. 30, 2432.	Sept. 30, 2433.	Sept. 30, 2434.	Sept. 30, 2435.	Sept. 30, 2436.	Sept. 30, 2437.	Sept. 30, 2438.	Sept. 30, 2439.	Sept. 30, 2440.	Sept. 30, 2441.	Sept. 30, 2442.	Sept. 30, 2443.	Sept. 30, 2444.	Sept. 30, 2445.	Sept. 30, 2446.	Sept. 30, 2447.	Sept. 30, 2448.	Sept. 30, 2449.	Sept. 30, 2450.	Sept. 30, 2451.	Sept. 30, 2452.	Sept. 30, 2453.	Sept. 30, 2454.	Sept. 30, 2455.	Sept. 30, 2456.	Sept. 30, 2457.	Sept. 30, 2458.	Sept. 30, 2459.	Sept. 30, 2460.	Sept. 30, 2461.	Sept. 30, 2462.	Sept. 30, 2463.	Sept. 30, 2464.	Sept. 30, 2465.	Sept. 30, 2466.	Sept. 30, 2467.	Sept. 30, 2468.	Sept. 30, 2469.	Sept. 30, 2470.	Sept. 30, 2471.	Sept. 30, 2472.	Sept. 30, 2473.	Sept. 30, 2474.	Sept. 30, 2475.	Sept. 30, 2476.	Sept. 30, 2477.	Sept. 30, 2478.	Sept. 30, 2479.	Sept. 30, 2480.	Sept. 30, 2481.	Sept. 30, 2482.	Sept. 30, 2483.	Sept. 30, 2484.	Sept. 30, 2485.	Sept. 30, 2486.	Sept. 30, 2487.	Sept. 30,



Line	Station	Distance	Time	Rate	Notes
1	St. Louis	100	1:00	1.00	
2	St. Louis	100	1:00	1.00	
3	St. Louis	100	1:00	1.00	
4	St. Louis	100	1:00	1.00	
5	St. Louis	100	1:00	1.00	
6	St. Louis	100	1:00	1.00	
7	St. Louis	100	1:00	1.00	
8	St. Louis	100	1:00	1.00	
9	St. Louis	100	1:00	1.00	
10	St. Louis	100	1:00	1.00	
11	St. Louis	100	1:00	1.00	
12	St. Louis	100	1:00	1.00	
13	St. Louis	100	1:00	1.00	
14	St. Louis	100	1:00	1.00	
15	St. Louis	100	1:00	1.00	
16	St. Louis	100	1:00	1.00	
17	St. Louis	100	1:00	1.00	
18	St. Louis	100	1:00	1.00	
19	St. Louis	100	1:00	1.00	
20	St. Louis	100	1:00	1.00	
21	St. Louis	100	1:00	1.00	
22	St. Louis	100	1:00	1.00	
23	St. Louis	100	1:00	1.00	
24	St. Louis	100	1:00	1.00	
25	St. Louis	100	1:00	1.00	
26	St. Louis	100	1:00	1.00	
27	St. Louis	100	1:00	1.00	
28	St. Louis	100	1:00	1.00	
29	St. Louis	100	1:00	1.00	
30	St. Louis	100	1:00	1.00	
31	St. Louis	100	1:00	1.00	
32	St. Louis	100	1:00	1.00	
33	St. Louis	100	1:00	1.00	
34	St. Louis	100	1:00	1.00	
35	St. Louis	100	1:00	1.00	
36	St. Louis	100	1:00	1.00	
37	St. Louis	100	1:00	1.00	
38	St. Louis	100	1:00	1.00	
39	St. Louis	100	1:00	1.00	
40	St. Louis	100	1:00	1.00	
41	St. Louis	100	1:00	1.00	
42	St. Louis	100	1:00	1.00	
43	St. Louis	100	1:00	1.00	
44	St. Louis	100	1:00	1.00	
45	St. Louis	100	1:00	1.00	
46	St. Louis	100	1:00	1.00	
47	St. Louis	100	1:00	1.00	
48	St. Louis	100	1:00	1.00	
49	St. Louis	100	1:00	1.00	
50	St. Louis	100	1:00	1.00	
51	St. Louis	100	1:00	1.00	
52	St. Louis	100	1:00	1.00	
53	St. Louis	100	1:00	1.00	
54	St. Louis	100	1:00	1.00	
55	St. Louis	100	1:00	1.00	
56	St. Louis	100	1:00	1.00	
57	St. Louis	100	1:00	1.00	
58	St. Louis	100	1:00	1.00	
59	St. Louis	100	1:00	1.00	
60	St. Louis	100	1:00	1.00	
61	St. Louis	100	1:00	1.00	
62	St. Louis	100	1:00	1.00	
63	St. Louis	100	1:00	1.00	
64	St. Louis	100	1:00	1.00	
65	St. Louis	100	1:00	1.00	
66	St. Louis	100	1:00	1.00	
67	St. Louis	100	1:00	1.00	
68	St. Louis	100	1:00	1.00	
69	St. Louis	100	1:00	1.00	
70	St. Louis	100	1:00	1.00	
71	St. Louis	100	1:00	1.00	
72	St. Louis	100	1:00	1.00	
73	St. Louis	100	1:00	1.00	
74	St. Louis	100	1:00	1.00	
75	St. Louis	100	1:00	1.00	
76	St. Louis	100	1:00	1.00	
77	St. Louis	100	1:00	1.00	
78	St. Louis	100	1:00	1.00	
79	St. Louis	100	1:00	1.00	
80	St. Louis	100	1:00	1.00	
81	St. Louis	100	1:00	1.00	
82	St. Louis	100	1:00	1.00	
83	St. Louis	100	1:00	1.00	
84	St. Louis	100	1:00	1.00	
85	St. Louis	100	1:00	1.00	
86	St. Louis	100	1:00	1.00	
87	St. Louis	100	1:00	1.00	
88	St. Louis	100	1:00	1.00	
89	St. Louis	100	1:00	1.00	
90	St. Louis	100	1:00	1.00	
91	St. Louis	100	1:00	1.00	
92	St. Louis	100	1:00	1.00	
93	St. Louis	100	1:00	1.00	
94	St. Louis	100	1:00	1.00	
95	St. Louis	100	1:00	1.00	
96	St. Louis	100	1:00	1.00	
97	St. Louis	100	1:00	1.00	
98	St. Louis	100	1:00	1.00	
99	St. Louis	100	1:00	1.00	
100	St. Louis	100	1:00	1.00	







Year	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Jan. 31	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Feb. 28	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Mar. 31	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Apr. 30	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
May 31	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Jun. 30	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Jul. 31	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Aug. 31	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Sep. 30	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Oct. 31	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Nov. 30	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Dec. 31	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900



## Central Pacific Railroad.

From the report of the Central Pacific Railroad Company, recently filed in the office of the Secretary of State of California, we learn that the total amount expended for the purchase of land is \$1,280,691 90; for construction of road, \$183,884, 291 83; for buildings, \$1,345,250 08; for engines, \$2,695,802 47; for cars, \$4,998,367 75. The amount received for transportation of mail, freight and passengers during the year is, in gold, \$11, 144,164 87, and in currency, \$5,833,815 47; the current expenses of the year amounted to \$15, 067,228 25. During the year two dividends of \$4 each, amounting altogether to \$4,342,040 were declared. The indebtedness of the company is \$93,057,769 37, and the amount due is \$4,537,272 22.

## Statement of the Public Debt of the United States, March 1, 1878.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$280,000 00	\$2,166 87
6 per cent. 1881 bonds, 1881.....	18,415,000 00	184,150 00
6 per cent. bonds, 1881 (Oregon), 1881.....	945,000 00	9,450 00
6 per cent. 1881 bonds, 1881.....	189,321,350 00	1,893,213 50
6 per cent. 1881 bonds, 1883.....	75,000,000 00	750,000 00
6 per cent. 10-40 bonds, 1884.....	194,568,300 00	4,894,157 40
6 per cent. consols, 1885.....	116,902,150 00	1,169,021 50
6 per cent. consols, 1887.....	310,617,050 00	3,106,170 50
6 per cent. consols, 1898.....	37,465,300 00	374,653 00
5 per cent. funded loan of 1881.....	508,440,350 00	2,118,601 46
4 per cent. funded loan of 1891.....	200,000,000 00	2,250,000 00
4 per cent. funded loan of 1907.....	75,850,000 00	505,555 88

Aggregate of debt bearing coin interest.....	\$1,727,782,500 00	\$17,227,150 79
Interest due and unpaid.....	4,969,705 21	

## DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$70,000 00
--	-----------------	-------------

## DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837.....	\$67,665 00	\$64,174 81
5 percent Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	23 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 55
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
4 per cent. bonds, of 1853.....	8,000 00	
5 per cent. bonds, 1860.....	10,000 00	600 00
4 per cent. 5-20 bonds, called 1862.....	444,850 00	425 76
6 per cent. 5-20 bonds, called June, 1864.....	111,850 00	277 94
6 per cent. 5-20 bonds, called 1865.....	635,450 00	77,168 43
6 per cent. Consol. bonds, called, 1865.....	5,282,500 00	295,135 16
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	67 00
3 to 6 per cent. treasury notes, 1857.....	1,900 00	105 00
6 per cent. treasury notes, 1861.....	3,000 00	864 50
7 1/2-10 per cent. 5 years' treasury notes, 1861.....	16,500 00	1,143 15
5 per cent. 1 year notes, 1863.....	53,095 00	2,668 85
5 per cent. 2 year notes, 1863.....	39,550 00	2,232 58
6 per cent. compound interest notes, 1863-64.....	282,160 00	46,960 23
7 1/2-10 per cent. 3 years' treasury notes, 1864-65.....	183,630 00	7,999 39
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	813 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	256 06
2 per cent. certificates called.....	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....	\$7,235,740 26	\$486,543 00
--	----------------	--------------

## DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$62,402 50	
Legal tender notes, 1862-63.....	543,618,024 00	
Certificates of deposit.....	28,555,000 00	
Fractional currency, 1862-3-4.....	17,190,693 14	
Coin certificates, 1862.....	48,456,000 00	
Unclaimed interest.....		7,367 03

Aggregate of debt bearing no interest.....	\$442,832,124 64	\$7,367 03
--	------------------	------------

## RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$748,585,850 00	
Bonds at 5 per cent.....	708,266,550 00	
Bonds at 4 1/2 per cent.....	200,000,000 00	
Bonds at 4 per cent.....	76,850,000 00	
	\$1,727,782,500 00	\$22,186,856 00

Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.....	14,000,000 00	70,000 00
Debt on which interest has ceased since maturity.....	7,235,740 26	486,543 00

Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$343,680,426 50	
Certificates of deposit.....	28,555,000 00	
Fractional currency.....	17,190,693 14	
Coin Certificates.....	48,456,000 00	
	\$442,832,124 64	

Unclaimed interest.....		7,367 03
-------------------------	--	----------

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,191,00,884 90	\$22,700,666 03
	\$2,141,601,050 93	

## AMOUNT IN TREASURY.

Coin.....	\$131,318,186 33
Currency.....	2,690,765 62
Currency held for redemption of fractional currency.....	10,000,000 00
Special deposit held for redemption of certificates of deposit as provided by law.....	28,555,000 00
	\$172,563,951 95

Debtless amount in Treasury, Mar. 1, 1878.....	\$2,042,037,129 03
Less amount in Treasury, on the 1st ult.....	2,044,237,366 26

Decrease of debt during the past month.....	\$1,250,237 15
---	----------------

Decrease of debt since June 30, 1877.....	\$1,121,094 18
---	----------------

## BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,835,120 00	\$258,861 20
Kansas Pacific bonds, 1862-64.....	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.....	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	16,233 20
Totals.....	\$64,623,512 00	\$646,236 12

Interest paid by United States, \$37,896,324 50; interest repaid by transportation of mails, &c., \$9,159,131 12; balance of interest paid by United States, \$23,737,203 38.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, February 28, 1878.

JOHN SHERMAN,  
Secretary of the Treasury.

## Quicksilver Mining Co.

The report of the Quicksilver Mining Co., which was presented at the annual meeting of the stockholders held in this city on the 27th ult. shows the product of the mine for the year ending ending December 31, 1877, was 23,996 flasks, an excess over the product of 1876 of 3,447 flasks. The company has no floating debt. It has on hand in cash, quicksilver, ore and supplies in value equal to \$672,270. The directors chosen for the ensuing year are: A. B. Baylis, George W. Butts, B. Wall, Edward Brandon, James D. Smith, James H. Banker, Charles Fries, W. H. Hayes, S. W. Boocock, George A. Hoyt and John Ewen, Jr. The officers are: A. B. Baylis, president; George W. Butts, vice president; David Mahany, treasurer and secretary.

According to a Prussian Government return the total increase of the Prussian railway system in 1877 amounted to 674.8 kilometres of new lines. Of this increase, 265.3 kilometres was in Government or State lines, 8.7 kilometres in lines worked by the State, and the residue, 400.8 kilometres, in private or non-State lines. Comparing the increase of 1877 with that of 1876, we find that the total length of new line opened in 1876 amounted to 610 kilometres, as against 674.8 in 1877.

## Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 5.

	W. 27. Th. 28. F. 1. Sat. 2. M. 4. Tu. 5.
Allegheny Val. 1 3-10s.....	104 1/2
7s, income.....	104 1/2
Camden & Am. 6s, 1888.....	87
6s, 1889.....	109 1/2
Mort. 6s, 1889.....	109 1/2
Camden and Atlantic.....	109 1/2
Preferred.....	109 1/2
1st mortgage.....	109 1/2
2d mortgage.....	109 1/2
Catawissa.....	109 1/2
Preferred.....	109 1/2
New preferred.....	109 1/2
7s, new.....	109 1/2
Del. & Bound Brook.....	109 1/2
7s.....	109 1/2
Elmira & Williamsport.....	109 1/2
Preferred.....	109 1/2
7s.....	109 1/2
Hunt. & B. Top Mt.....	109 1/2
Preferred.....	109 1/2
2d mortgage.....	109 1/2
Lehigh Navigation.....	109 1/2
6s, 1884.....	109 1/2
Gold Loan.....	87 1/2
Railroad Loan.....	102 1/2
Conv. Gold Loan.....	102 1/2
Lehigh Valley.....	102 1/2
6s, new, coupon.....	102 1/2
6s, new, registered.....	102 1/2
7s.....	102 1/2
Consol. mort. 6s.....	113 1/2
Little Schuylkill.....	47 1/2
Minehill & Sch. Haven.....	37 1/2
North Pennsylvania.....	37 1/2
1st mortgage 6s.....	110 1/2
2d mortgage 7s.....	113 1/2
Gen'l mort. 7s, coup.....	103 1/2
Gen'l Mort. 7s, reg.....	103 1/2
Northern Central.....	103 1/2
Pennsylvania R. R. E. E. 28 1/2	28 1/2
1st mortgage.....	104 1/2
Gen'l mortgage.....	107 1/2
Gen'l mort. reg.....	109 1/2
Consol. mort. 6s, reg.....	109 1/2
Penn. & N. Y. Canal 7s.....	109 1/2
Penn. State 6s. 2d series 105 do. 3d series 113 do. 5s, new.....	110 1/2
Philadelphia City 6s.....	110 1/2
6s, new.....	113 1/2
Phila. and Reading.....	14 1/2
Debtenture bonds.....	14 1/2
7s, of 1883.....	45 1/2
7s, new convertible.....	46 1/2
Gen'l mortgage 7s.....	100 1/2
Gen'l mortgage, reg. 100.....	100 1/2
Philadelphia and Erie. 8 1/2.....	8 1/2
1st mortgage, 6s.....	79 1/2
2d mortgage, 7s.....	79 1/2
Pittsb., Cin. & St. L. 7s.....	79 1/2
Pittsb., Titusv. & Buff.....	81 1/2
7s.....	82 1/2
Schuylkill Navigation.....	82 1/2
Preferred.....	82 1/2
6s, 1872.....	60 1/2
6s, 1882.....	60 1/2
6s, 1892.....	60 1/2
United Co. of N. Jersey 113.....	113 1/2
Hestonville, (Horse). 7.....	7 1/2
Chestnut & W. (do.).....	7 1/2
Germantown (do.).....	7 1/2
Green and Cones (do.).....	7 1/2
Lombard & S'th (do.).....	75 1/2
2d and 3d streets (do.).....	30 1/2
Spruce and Pine (do.).....	30 1/2
15th and 16th sts (do.).....	39 1/2

## Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 5.

	W. 27. Th. 28. F. 1. Sat. 2. M. 4. Tu. 5.
Baltimore and Ohio.....	85 1/2
6s, 1880.....	101 1/2
6s, 1886.....	105 1/2
Central Ohio.....	100 1/2
1st mortgage.....	100 1/2
Marietta & Cincinnati.....	80 1/2
1st mortgage, 7s.....	81 1/2
2d mortgage, 7s.....	81 1/2
3d mortgage, 8s.....	13 1/2
Northern Central.....	13 1/2
2d mortgage, 6s 1885.....	88 1/2
3d mortgage, 6s 1900.....	88 1/2
6s, 1900, Gold.....	88 1/2
Orange and Alex. 1st.....	74 1/2
2d mortgage, 6s.....	74 1/2
3d mortgage, 8s.....	74 1/2
4th mortgage, 8s.....	15 1/2
O. Alex. & Manassas 7s 55.....	57 1/2
Pittsb. & Connellev. 7s.....	57 1/2
Virginia 6s, Consol.....	57 1/2
Consol. Coupons.....	71 1/2
Deferred Certificates.....	4 1/2
Western Maryland.....	72 1/2
1st M., end. by Balt.....	72 1/2
2d M., do.....	72 1/2
3d M., do.....	72 1/2
1st M., unendorsed.....	72 1/2
2d M., end. Wash. Co.....	72 1/2
3d M., preferred.....	72 1/2
City Passenger R. R.....	72 1/2



## New York Stock Exchange.

Closing Prices for the week ending Mar. 6.

	Th. 23.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6.
Adams Express.....	100	100	100	100	100	100
Albany and Susq.....	100	100	100	100	100	100
1st mortgage.....	98	97	97	96	96	96
American Express.....	49	49	48	48	48	48
Am. Dock and Imp. Is. 45	43	43	43	43	43	43
Atlantic & Pacific Tel. 29	30	30	31	31	31	31
Burl. C. R. & Nor.....	23	23	21	21	21	21
1st mortgage.....	65	65	65	67	67	67
Central of N. Jersey.....	16	16	16	16	16	16
1st mortgage, new.....	110	110	110	110	110	110
7s, consolidated.....	64	64	64	64	64	64
7s, convertible.....	63	63	63	63	63	63
Central Pacific 6s, gold 105	105	105	105	105	105	105
1st M. (San Joaquin).....	84	84	84	84	84	84
1st M. (Cal. and Or.).....	84	84	84	84	84	84
Land grant 6s.....	67	67	68	68	68	68
Chicago and Alton.....	67	67	68	68	68	68
Preferred.....	67	67	68	68	68	68
1st mortgage.....	67	67	68	68	68	68
Sinking Fund.....	67	67	68	68	68	68
Income bonds.....	67	67	68	68	68	68
Chic. Burl. & Quincy.....	99	99	100	100	100	100
7s, 1893.....	113	113	113	113	113	113
Chic. & Milwaukee 1st.....	107	108	108	108	108	108
Chic. Mil. and St. Paul.....	37	37	38	38	38	38
Preferred.....	70	70	70	70	71	71
1st mortgage, 5s.....	113	113	113	113	113	113
2d mortgage, 7 1/2-10s.....	103	103	103	103	103	103
7s, gold.....	106	106	106	106	106	106
1st M. (La Crosse div.).....	106	106	106	106	106	106
1st M. (I. and M. div.).....	98	98	98	98	98	98
1st M. (I. and D. div.).....	98	98	98	98	98	98
1st M. (H. & D. div.).....	98	98	98	98	98	98
1st M. (C. & M. div.).....	98	98	98	98	98	98
Consolidated S. F. 3s.....	93	93	94	94	94	94
Chic. & Northwestern.....	85	85	85	85	85	85
Preferred.....	62	62	62	62	62	62
1st mortgage.....	107	107	107	107	107	107
Sinking Fund.....	109	109	109	109	109	109
Consolidated 7s.....	107	107	107	107	107	107
Consol. Gold bonds.....	94	94	94	94	94	94
Do, reg.....	94	94	94	94	94	94
Chic. Rock Isl. & Pac. 99	99	99	99	100	100	100
7s, 1896.....	107	107	107	107	107	107
6s, S. F. 1897.....	107	107	107	107	107	107
Olev., Col. C. and Ind. 29	29	29	29	30	30	30
1st mortgage.....	110	110	110	110	110	110
Olev. & Pittsburg guar. 65	65	67	67	68	68	68
7s, consolidated.....	105	105	105	105	105	105
4th mortgage.....	105	105	105	105	105	105
Olev., P. and Ash. 7s.....	105	105	105	105	105	105
7s, new.....	105	105	105	105	105	105
Col. Chl. & Ind. Cent.....	105	105	105	105	105	105
1st mortgage.....	105	105	105	105	105	105
2d mortgage.....	105	105	105	105	105	105
Del. & Hudson Canal. 46	46	47	46	47	46	46
Reg. 7s, 1891.....	98	98	97	97	97	97
Reg. 7s, 1894.....	98	98	97	97	97	97
7s, 1894.....	98	98	97	97	97	97
Del. Lack. & Western. 47	47	47	47	46	46	46
2d mortgage 7s.....	105	105	105	105	105	105
7s, Convertible.....	105	105	105	105	105	105
Det. Mon. & Tol. 1st.....	105	105	105	105	105	105
Det. of Columbia 3-6s.....	76	76	76	76	76	76
Erie Railway.....	91	91	91	91	91	91
Preferred.....	91	91	91	91	91	91
1st mortgage.....	104	104	104	104	104	104
2d mortgage.....	104	104	104	104	104	104
3d mortgage.....	104	104	104	104	104	104
4th mortgage.....	104	104	104	104	104	104
5th mortgage.....	104	104	104	104	104	104
Great Western 1st mort.....	98	98	98	98	98	98
2d mortgage.....	98	98	98	98	98	98
Hannibal & St. Joseph 10	10	10	10	10	10	10
Preferred.....	21	22	22	22	21	21
8s, Convertible.....	88	88	88	88	88	88
Hudson River 2d mort.....	112	112	112	112	112	112
Illinois Central.....	73	73	73	74	74	74
Kansas Pacific.....	71	71	71	71	71	71
Lake Shore & Mich. So. 61	61	61	61	62	62	62
Consol. 7s.....	110	110	110	110	110	110
Consol. 7s, reg.....	110	110	110	110	110	110
2d Consolidated.....	96	96	96	96	96	96
Lake Shore Div. bonds.....	96	96	96	96	96	96
Leh. & W.B. 7s, Con. 35	35	35	35	35	35	35
Long Dock bonds.....	104	104	104	104	104	104
L'ville & Nash. 7s Con.....	104	104	104	104	104	104
Michigan Central.....	59	59	60	60	60	60
7s, 1902.....	107	107	107	107	107	107
8s, 1892.....	107	107	107	107	107	107
M. & N. I. 1st, S. F. 111	111	111	111	111	111	111
2d mortgage.....	111	111	111	111	111	111
Morris and Essex.....	67	67	67	67	67	67
1st mortgage.....	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103
7s of 1871.....	103	103	103	103	103	103
7s, Convertible.....	103	103	103	103	103	103
7s, Consolidated.....	103	103	103	103	103	103
N. Y. Cent. & Hud. Riv. 104	104	104	104	104	104	104
7s, Sinking fund, 1876.....	104	104	104	104	104	104
6s, Sinking fund, 1883.....	104	104	104	104	104	104
6s, Sinking fund, 1887.....	104	104	104	104	104	104
1st mortgage.....	113	113	113	113	113	113
2d mortgage.....	113	113	113	113	113	113
3d mortgage.....	113	113	113	113	113	113
4th mortgage.....	113	113	113	113	113	113
5th mortgage.....	113	113	113	113	113	113
6th mortgage.....	113	113	113	113	113	113
7th mortgage.....	113	113	113	113	113	113
8th mortgage.....	113	113	113	113	113	113
9th mortgage.....	113	113	113	113	113	113
10th mortgage.....	113	113	113	113	113	113
11th mortgage.....	113	113	113	113	113	113
12th mortgage.....	113	113	113	113	113	113
13th mortgage.....	113	113	113	113	113	113
14th mortgage.....	113	113	113	113	113	113
15th mortgage.....	113	113	113	113	113	113
16th mortgage.....	113	113	113	113	113	113
17th mortgage.....	113	113	113	113	113	113
18th mortgage.....	113	113	113	113	113	113
19th mortgage.....	113	113	113	113	113	113
20th mortgage.....	113	113	113	113	113	113
21st mortgage.....	113	113	113	113	113	113
22nd mortgage.....	113	113	113	113	113	113
23rd mortgage.....	113	113	113	113	113	113
24th mortgage.....	113	113	113	113	113	113
25th mortgage.....	113	113	113	113	113	113
26th mortgage.....	113	113	113	113	113	113
27th mortgage.....	113	113	113	113	113	113
28th mortgage.....	113	113	113	113	113	113
29th mortgage.....	113	113	113	113	113	113
30th mortgage.....	113	113	113	113	113	113
31st mortgage.....	113	113	113	113	113	113
32nd mortgage.....	113	113	113	113	113	113
33rd mortgage.....	113	113	113	113	113	113
34th mortgage.....	113	113	113	113	113	113
35th mortgage.....	113	113	113	113	113	113
36th mortgage.....	113	113	113	113	113	113
37th mortgage.....	113	113	113	113	113	113
38th mortgage.....	113	113	113	113	113	113
39th mortgage.....	113	113	113	113	113	113
40th mortgage.....	113	113	113	113	113	113
41st mortgage.....	113	113	113	113	113	113
42nd mortgage.....	113	113	113	113	113	113
43rd mortgage.....	113	113	113	113	113	113
44th mortgage.....	113	113	113	113	113	113
45th mortgage.....	113	113	113	113	113	113
46th mortgage.....	113	113	113	113	113	113
47th mortgage.....	113	113	113	113	113	113
48th mortgage.....	113	113	113	113	113	113
49th mortgage.....	113	113	113	113	113	113
50th mortgage.....	113	113	113	113	113	113
51st mortgage.....	113	113	113	113	113	113
52nd mortgage.....	113	113	113	113	113	113
53rd mortgage.....	113	113	113	113	113	113
54th mortgage.....	113	113	113	113	113	113
55th mortgage.....	113	113	113	113	113	113
56th mortgage.....	113	113	113	113	113	113
57th mortgage.....	113	113	113	113	113	113
58th mortgage.....	113	113	113	113	113	113
59th mortgage.....	113	113	113	113	113	113
60th mortgage.....	113	113	113	113	113	113
61st mortgage.....	113	113	113	113	113	113
62nd mortgage.....	113	113	113	113	113	113
63rd mortgage.....	113	113	113	113	113	113
64th mortgage.....	113	113	113	113	113	113
65th mortgage.....	113	113	113	113	113	113
66th mortgage.....	113	113	113	113	113	113
67th mortgage.....	113	113	113	113	113	113
68th mortgage.....	113	113	113	113	113	113
69th mortgage.....	113	113	113	113	113	113
70th mortgage.....	113	113	113	113	113	113
71st mortgage.....	113	113	113	113	113	113
72nd mortgage.....	113	113	113	113	113	113
73rd mortgage.....	113	113	113	113	113	113
74th mortgage.....	113	113	113	113	113	113
75th mortgage.....	113	113	113	113	113	113
76th mortgage.....	113	113	113	113	113	113
77th mortgage.....	113	113	113	113	113	113
78th mortgage.....	113	113	113	113	113	113
79th mortgage.....	113	113	113	113	113	113
80th mortgage.....	113	113	113	113	113	113
81st mortgage.....	113	113	113	113	113	113
82nd mortgage.....	113	113	113	113	113	113
83rd mortgage.....	113	113	113	113	113	113
84th mortgage.....	113	113	113	113	113	113
85th mortgage.....	113	113	113	113	113	113
86th mortgage.....	113	113	113	113	113	113
87th mortgage.....	113	113	113	113	113	113
88th mortgage.....	113	113	113	113	113	113
89th mortgage.....	113	113				



\$348,680,426. The National bank circulation is now \$320,486,233 of currency notes and \$1,482,120 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$3,011,000.

The liquidation of the public debt of the United States in February reached \$2,250,287; and since July 1, \$18,121,094.

The disbursements of the U. S. Treasury in February reached \$10,136,612, including on account of civil and miscellaneous, \$3,214,527; war, \$3,169,449; navy, \$1,104,988; interior (Indians and pensions), \$2,647,649.

The U. S. Sub-Treasury receipts in February were \$48,809,204 (of which \$8,127,878 from Customs; ) payments, \$40,959,869, (of which \$84,818 were for coin interest.)

Government Securities have been in better demand, largely on home investment account, leading to an improvement in prices, leaving off firmly. The final passage of the Silver Re-actment, over the veto of the President, made little impression on business interests. At the close on Wednesday the current quotations were as follows:

United States 6s, 1881, registered, 106½@106¾; do. coupon, 106½@106¾; do. 1885, new, registered, 104½@104¾; do. coupon, 104½@104¾; do. 1867, registered, 106½@106¾; do. coupon, 106½@106¾; do. 1868, registered, 108½@109; do. coupon, 108½@109; do. ten-forties, registered, 104½@104¾; do. coupon, 104½@104¾; do. five per cents, 1881, registered, 108½@108¾; do. coupon, 108½@108¾; do. 4½ per cents, 1891, registered, 102½@102¾; do. coupon, 102½@102¾; do. 4 per cents, 1907, reg., 101@101½; do. coupon, 101½@101¾; do. sixes, currency, 118½@119¼.

The amount of U. S. bonds held by the Treasurer of the United States as security for the National Bank circulation is \$346,597,550, and \$13,593,000 as security for public deposits.

State bonds have attracted more attention from investment buyers, and have been quoted, toward the close, generally firmer as to price. Railway Mortgage loans have also been more sought after and the favorites of the actual interest bearing loans, left off more firmly. And in the line of Railway and Miscellaneous share property business has been somewhat brisker, and at the close prices of the speculative favorites were generally quoted stronger; in instances showing renewed buoyancy; aided, in part, by the ease in money, and favored also by the reports of the very heavy produce freight traffic of the great trunk lines of railway.

The income of the Government from internal revenues last week was about three millions, and from Customs last week again about 2¼ millions.

Gold fell off rather sharply, under freer offerings, and a less urgent inquiry from nearly all sources. The customs drain is limited for the season, and the export movement unimportant. The extremes of the price during the week have been 101¼@101½, closing on Wednesday at 101½ as against 101¼ on Wednesday of the preceding week. The specie outflow last week was only \$109,998—making the total exports of specie hence since January 1, \$2,151,029 against \$2,899,

814 the same time in the preceding year. The imports of specie at this port last week reached \$789,368, (of which \$587,851 were from Liverpool) and since January 1st have been \$3,676,942 as against \$3,861,181 same time in the preceding year. The Customs demand for gold last week reached \$2,007,435 or an average of \$324,578 per day.

Foreign Exchange has been fairly active and quoted stronger in price, but left off lamely, and a trifle weaker. Bankers' sixty day bills on London closed on Wednesday at \$4 83½@4 84½; sight bills on London at \$4 85½@4 86½ to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,652,404 as against \$6,619,813 the corresponding week of 1877. The week's import entries of Foreign Merchandise at New York included \$2,351,173 of Dry Goods, and \$3,301,231 of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were to the extraordinarily large aggregate value of \$8,147,765, against \$4,900,232 same week in 1877; and since Jan. 1 have \$69,594,691, against \$47,775,350 same time last year.

Metals have been more freely dealt in, but generally quoted weak as to price, on comparatively liberal offerings of stock. Eglinton Pig Iron quoted at \$21@24 50; Glengarnock \$25@25 50; Coltness \$26 50@27; No. 1 American Pig at \$18@19 50; No. 2 do. at \$17@18 50. Forge \$16@17. (with sales reported of 2,000 tons No. 1, and 3,000 tons No. 3, for water pipe purposes on p. t.) American Rails at works \$33@37. Old Rails \$19. Wrought Scrap \$22@23. Steel Rails, on the basis of \$42@43 at tide water. (4,000 tons sold on p. t.) Ingot Copper in moderate request on the basis of 17½@17¾ for early delivery.

Under the less favorable foreign advices, dealings in Domestic produce have been less extensive especially in Breadstuffs and Provisions which have been depressed and irregular as to values, leaving off heavily. Cotton, which opened tamely closed up with more animation, particularly for early delivery, at steadier rates. Export purchases were on a more liberal scale on Monday and Tuesday, chiefly for the Liverpool market, with resulting heavy shipments by sail and steam (amounting on Tuesday as reported to about 15,000 bales, part of which, however, was on through freight account). Naval Stores and Petroleum have been in generally slack demand at barely steady rates. Foreign merchandise has been moderately sought after and quoted as a rule weak as to price.

Business in Ocean freights has been fairly active but rates have generally favored shippers. The movements were chiefly in the line of Breadstuffs, Provisions and Cotton. Liverpool steamer rates at the close for Grain, quoted at 8d. Flour, at 8s. 6d. Provisions, 8s. @42s. 6d.; Leather, 55s. @60s. Measurement Goods at 22s. 6d. @25s. per ton; Cotton, 4@5-16d. per lb. Liverpool, by sail. Cotton, 4@9 32d. Grain, at 7d.; Flour, 2s. 8d.; Measurement Goods, 12s. 6d. @17s. 6d. Tobacco 35s.; Oil Cake at 21s. @22s. 6d. Grain rates on charter hence for Cork and orders left off at 5s. 6d.; (Barley contracts at 5s. 9d. @6s.) for Liverpool at 5s. per quarter; for the Continent Grain at 5s. 6d. @6s. and from Baltimore for Cork and orders,

5s. 6d. @5s. 9d. and from Philadelphia at 5s. 6d. @5s. 9d.; and from Portland at 5s. 9d. and to the Cape of Good Hope, 40s. @50s. per ton. Refined Petroleum hence for Cork and orders, 4s. 9d. @4s. 8d.; for the Continent, 8s. @8s. 6d. and Java at 82@87ct. and Japan, 45@52½ct. and for French ports (crude) at 4s. @4s. 8d. Gibraltar and orders at 4s. 6d. @4s. 9d. Cotton by sail from New Orleans to Liverpool 4d. @18-32d.; from Galveston, at 7-16d.; Ky. Tobacco from New York to Spain at 30s. @32s. 6d. Naval Stores from Wilmington for Cork and orders at 3s. 9d. @4s. and 5s. 6d. @6s. and from Charleston or Savannah at 3s. 6d. @3s. 9d. @5s. 6d. @5s. 9d. Lumber from Savannah or Brunswick to the River Platte, \$18 @19, and Savannah to Spain at \$15. Deals from Portland to Glasgow at 72s. 6d., St. John to Liverpool at 65s. @66s. 3d., and Charleston or Savannah to the United Kingdom at 100@110s.; Hewn Timber from Doboy to do., at 35s. 6d. @37s. 6d. Through Provision freights from the West for Liverpool, by steam, down to 50@55; for the Continent at 65@80 per 100 lbs.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Winona and St. Peter 1st mort., 90; South Pacific 1st mort., 73½; Canada Southern debent. certif., 64½; Kansas Pacific Inc. No. 16, 12; New York Elevated 1st mort., 81½; Chicago and Northwestern Interest bonds, 109; Nashville, Chattanooga and St. Louis 1st mort., 93; East Tenn., Va. and Ga. 1st mort., 98½; Toledo, Peoria and Warsaw 2d mort., 26; Nashville and Decatur 1st mort., 95½; Hannibal and Central Missouri 1st mort., 82; Morris and Essex const. bonds, 75; Louisiana and Missouri 1st mort., 90; Toledo and Wabash 7s. consol., 55; do. 2d mort., ex Nov., 1877, coupon, 73½; Iowa Midland 8s, 96; Great Western 2d mort., 81½; New York, Providence and Boston R. R., 120½; Missouri, Kansas and Texas R. R., 8½; Maryland Coal Co., 9; Louisiana 7s. consol., 88½; North Carolina 6s, old, Jan. and July, 15½; do. Fund Act, 1868, 10; Missouri 6s, 1887, 105½; Tennessee 6s, old, 37. The latest quotations are: Adams Exp., 100@100½; American Exp., 48@48½; Atlantic and Pacific Telegraph, 21½@22; Central Railroad of New Jersey, 15½@15¾; Chicago, Burlington and Quincy, 100½@101½; Chicago and Alton, 68½@70; do. pref., 98@99; Chicago and Northwestern 37½@37¾; do. pref., 65½@65¾; Chicago, Milwaukee and St. Paul, 38½@38¾; do. pref., 71¾@71½; Chicago, Rock Island and Pacific, 100½@100¾; Cleveland, Columbus, Cincinnati and Indianapolis, 30@30¼; Cleveland and Pittsburgh, 67½@67¾; Delaware and Hudson Canal, 46¾@47; Delaware, Lackawanna and Western, 46¾@46¾; Erie, 93@97½; Hannibal and St. Joseph 10@10½; do. pref., 22½@22¾; Illinois Central, 74½@75; Lake Shore and Michigan Southern, 62¾@63; Michigan Central, 60¾@61; Morris and Essex, 68½@68¾; N. Y. Central and Hudson River 105¾@106½; New York and Harlem, 142@143; Ohio and Miss., 7¼@7¾; Pacific Mail, 21½@21¾; Panama, 124@130; Pittsburgh, Ft. Wayne and Chicago, 89@90; Quicksilver, 17½@18; do. pref., 29½@31½; Union Pacific, 68½@69½; U. S. Express, 50½@51½; Wells Fargo Express, 84½@85;



Western Union Telegraph, 77½@77¾; Wabash, 14½@15.

Philadelphia.—Union and Titusville R. R. 7s, 56; West Chester and Philadelphia 7s, 114; Belvidere Delaware 1st mort., 104½; do. 2d mort., 100½; Philadelphia and Reading C. and I. debent., 7s, 48; Philadelphia and Reading R. R. 6s, 1880, 103½; Steubenville and Indiana 6s, M. and S., 91½; do. J. and D., 93; Warren and Franklin 7s, 77; Connecting R. R. 6s, 105½; Northern Pacific R. R., 2; do. pref., 16; do. 7.30s, 22; Philadelphia, Germantown and and Norristown R. R., 98; Central Transp., 88; Cincinnati 7.30s, 100½. The latest quotations are: City 6s, 106@107½; do. free of tax, 112½@112¾; Pennsylvania State 6s, 2d series, 104½@105½; do. 3d series, 112½@113½; do. 5s, new loan 110@111; Philadelphia and Reading, 14@14½; do. Gen'l mort. 7s, coup., 99¾@100¼; do. reg., 100@101; do. mort. 6s, 1880, 103@104; do. 7s, new conv., 48@49; do. 7s, 1893, 112@—; United New Jersey R. R. and Canal Co., 115½@116; Pittsburgh, Titusville and Buffalo R. R., 6½@6¾; do. 7s, 51½@52½; Camden and Amboy mort. 6s, 1889, 109@110; Pennsylvania R. R., 28¾@28½; do. 1st mort., 104½@105; do. gen'l mort. coupon, 106@107; do. reg. 108½@109½; do. consol. mort. 6s, reg., 92@94; Little Schuylkill R. R., 48½@49½; Morris Canal, 50@56; do. pref., 120@128; Susq. Canal, 2@6; do. 6s, 25@—; Schuylkill Nav., 2@5; do. pref., 6½@8; do. 6s, 1882, 59@63; do. 1872, 89@90; Elmirra and Williamsport pref., 88@90; do. 7s, 103@106; do. 5s, 65@70; Lehigh Coal and Navigation, 17½@17¾; do. 6s, 1884, 101@104; do. R. R. loan, 101½@102½; do. Gold Loan, 86½@87; North Pennsylvania, 36½@37; do. 6s, 109½@111; do. 7s, 112½@114; do. Gen'l mort. 7s, reg., 103@103½; Philadelphia and Erie, 8¼@8¾; do. 6s, 103@104; do. 7s, 95@95½; Minehill 40@47; Catawissa 7@9; do. pref., 36@37; do. new pref., 33@34; do. 7s, 1900, 103½@105; Lehigh Valley, 38½@39; do. 6s, new coupon, 110@111; do. reg., 111@112; do. 7s, reg., 112½@113½; do. consol. mort., 97½@98½; Fifth and Sixth streets (horse), 76@84; Second and Third 75@80; Thirteenth and Fifteenth, 88@91; Spruce and Pine, 30½@31½; Green and Coates, 36@39½; Chestnut and Walnut, 60@63; Hestonville, 7½@7¾; Germantown, 40@48; Union, 70@70; Lombard and South, 10@13.

Baltimore.—Maryland Defense 6s, exempt, 14; Virginia Peelers, 39; Baltimore City 5s, new, 106; do. 6s, 1890, 111½; Virginia and Tennessee 2d mort. 6s, 86½; do. 3d. mort. 8s, 54; Norfolk and Petersburg 2d mort., 86; Union R. R. Canton end., 100½; South Side R. R. 1st mort., 99. The latest quotations are: Cincinnati and Baltimore, 7s, —@95; Wilmington and Weldon 7s, 90@99; Wilmington, Columbia and Augusta 7s, 20@33; Richmond and Danville 1st mort., —@75; Pittsburgh and Connellsville 7s, 1898, 90@92½; Baltimore and Ohio, 86@90; do. 1st pref., 90@97; do. 2d pref., 80@—; do. 6s, 1880, 101@102; do. 1885, 105@105½; Northern Central 18@14; do. 6s, 1885, 102½@105; do. 6s, 1900, 101@101½; do. 6s, 1900, gold, 89½@89¾; Marietta and Cincinnati 1st mort 7s, 1892, 81@85; do. 2d mort. 7s, 81@85; do. 3d mort. 8s, 13@15; Central Ohio, 24@26; do. pref., —@39; do. 1st mort., 86@98; Western Maryland 1st mort. 6s, 1890, 95

@100; do. 1st mort. guar., 106@—; do. 2d mort. guar., 118@—; do. 3d mort. guar., 108@111; do. 2d mort. pref., 57@62½; do. 2d mort. guar. by Washington Co., 108@106; Virginia and Tennessee 2d mort. 6s, 86@87; do. 3d mort. 8s, 92½@96; Orange and Alexandria 1st mort. 5s, —@95; do. 2d mort. 6s, 70@74; do. 3d mort. 6s, —@50; do. 4th mort. —@25; Orange, Alex. and Manassas 7s, 50@55; Baltimore 6s, 1884, —@108; do. 1886, —@110; do. 1888, new, —@110; do. 1890, 111@111½; do. 1900, 113@113; do. 1900, new, 112½@—; do. 1902, 113@113; do. 1902, new, 113½@—; do. 6s, exempt, 110@116; do. 1893, —@113; do. 1898, new, 111@—; do. 5s, qrlly., 98@—; do. 5s, new, 105½@106; Memphis 6s, new, 61@—; Maryland Defense 6s, 1883, 108@109; do. 6s, 1890, 108½@109; do. 6s, exempt, 114½@115; do. Asylum, 108½@112½; do. 5s, 97@—; Virginia consol. 6s, 57½@57¾; do. 2d series, 37@40; Virginia Consol. coupons, 73½@74; West Virginia def. certifi., 4¼@5¼; Baltimore City Passenger R. R., 80¼@84; Baltimore and Catonsville R. R., 12@15; George's Creek Coal, 90@—; Atlantic Coal, 1.00@0.00; Canton Co., 19@21; do. gold 6s, 85@88; Union R. R., Canton end., 100½@102; Chesapeake and Ohio Canal 6s, 60@100.

Boston.—New York and New England R. R., 10½; Detroit, Lansing and Northern R. R., 22½; Metropolitan R. R. 7s, 107½; Boston and Maine 7s, 110½; Kansas City, St. Joseph and Council Bluffs 8s, 79; Old Colony 6s, 102½; Cedar Rapids and Missouri River R. R. 7s, 1891, 102½; Connecticut and Passumpsic Rivers R. R. 1898, 102½; Rutland Equip. 7s, 1880, 62½; Vt. Central and Vt. and Canada 8s, 1889, 25½; Houston and Ontonagon 8s, 1894, 40; Missouri River, Ft. Scott and Gulf 10s, 1890, 11¼; Omaha and Southwestern 8s, 104½; Atchison and Pike Creek 6s, gold, 34; Boston Land Co., 2; Essex Co., 126; New Hampshire 6s, 1898, 112½; do. 1904, 113½; Chicago 7s, 102; do. 6s, 95; St. Louis City 6s, 1894, 108; do. 1879, 100½; do. 1880, 101; Cambridge 6s, 1903, 112½; Toledo 7s, 1879, 99; Cleveland 7s, 1878, 100½; do. 1879, 101½; Cincinnati 7s, 1897, 108; do. 1900, 109; do. 6s, 1897, 101½; Duncan Silver Mining Co., 1¼.

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

All parties interested in the stock or bonds of this company, in the bonds of the American Dock and Improvement Company, or of the Lehigh and Wilkesbarre Coal Company, are invited to call and sign the agreement for the equitable adjustment of its affairs. To participate in the benefits of the agreement stockholders must sign it on or before 25th March. Copies of the agreement may be obtained, and subscriptions to same will be received, at the office of the railroad company, No. 119 Liberty-st.; at the office of the Receivers of the Lehigh and Wilkesbarre Coal Company, No. 71 Broadway, or at the office of J. S. KENNEDY & CO., No. 41 Cedar-st., New-York.

F. S. LATHROP,  
JOHN S. KENNEDY,  
JOHN P. JOHNSON,  
JACOB VANATTA,  
GEORGE MANLEY,

CHICAGO, MILWAUKEE and ST. PAUL RAILWAY COMPANY, NEW YORK, March 1st, 1878.

NOTICE IS HEREBY GIVEN THAT A DIVIDEND of three dollars and fifty cents per share has been declared on the preferred stock of the Chicago, Milwaukee and St. Paul Railway Co., out of the net earnings of the year 1877, payable at the Company's office, 68 William St., on the 10th of April next. The transfer books will be closed on the 25th of March, and reopened on the 13th of April next.  
JULIUS WADSWORTH, Vice President.

Union Pacific Railroad.

At the annual meeting of the stockholders of the Union Pacific Railroad Co., held in Boston on the 6th inst., the following gentlemen were elected directors: Sidney Dillon, David Dow, Jay Gould, J. Richardson, all of New York; Eliza Atkins, F. Gordon Dexter, Frederick Nickerson, Fred. L. Ames, E. H. Baker, all of Boston; William L. Scott, of Erie, Pa.; Henry H. Porter, of Chicago; S. H. H. Clark, of Omaha; John Sharp, of Salt Lake City; G. M. Dodge, of Council Bluffs; W. A. H. Loveland, of Colorado. Sidney Dillon was re-elected President, Eliza Atkins Vice President, Henry McFarland Secretary and Treasurer, H. B. Wilbur Auditor, and Oliver W. Mink Assistant Secretary and Assistant Treasurer.

From the report which was presented we learn that the number of miles of road in operation December 31, 1877, was 1,042.4.

The earnings and expenses for the years 1876 and 1877 compare as follows:

	1876.	1877.
Gross earnings....	\$12,880,858 84	\$12,478,208 86
Operating exp.....	5,268,211 20	5,278,421 69
Surplus earnings..	\$7,618,647 64	\$7,199,787 17
Percentage of expenses.....	40.88	42.23

—showing a decrease in gross earnings of \$413,654 98; with an increase in operating expenses of \$5,210 49, making a decrease in surplus earnings of \$418,865 47.

The gross earnings are exclusive of Omaha Bridge. The expenses are inclusive of taxes.

The disbursements for interest during the year were \$3,285,110; and for quarterly dividends, \$2,939,600—total, \$6,224,710.

The funded debt of the company December 31, 1876 and 1877, compares as follows:

	1876.	1877.
First Mortgage.....	\$27,232,000	\$27,231,000
Sinking fund.....	14,188,000	14,045,000
Income bonds.....	1,000	1,000
Land grants.....	7,404,000	7,324,000
Omaha bridge.....	2,279,000	2,225,000
Total.....	\$51,104,000	\$50,826,000

The percentage of operating expenses in 1877 shows an increase of 1.40 per cent over 1876. This increase arises from the large quantity of steel rails laid during the year on the main line, the company being encouraged to do so by the cheapness of these rails at the present time.

The policy of the company is to substitute steel rails for iron as fast as it can economically be done, the company beside having other use for the iron rails taken up.

The present amount of steel rails in track is 192 miles.

The equipment of the road now consists of 163 locomotives, 169 passenger and baggage cars, 3107 freight cars.

The increasing freight business requires more cars, and the company have contracted for 250 box cars, to be delivered early in the spring.

For the same reason more motive power is needed, and ten locomotives have already been contracted for.

The production and cost of the coal mined by the company for the years 1877 and 1876 compare as follows:

	Tons.	Cost of Mining.	Average cost, per ton.
1877.....	276,480	\$312,131 37	\$1 13¼
1876.....	264,771	375,520 56	1 41¾
Increase.....	10,709		
Decrease.....		\$63,889 19	28¾



The decrease of 28 1/2 cents per ton in the cost of mining has resulted in a net saving to the company in last year's operations of \$78,861 58. The sales of coal for private use compare as follows:

	Tons.	Amount.	Av. per T.
1877.....	92,289 1/2	\$578,327 60	\$6 26 6
1876.....	65,042	428,887 00	6 51 4
Increase.....	27,247 1/2	\$154,640 60	

This business is rapidly growing and promises to be an important source of revenue to the company.

The amount received from the sales of coal, as above, is the price delivered at the station at which it is consumed, and includes the cost of transportation. The price varies according to distance from the mines, and the average price of \$6.26 is for sales at various points along the entire line of the road.

The earnings and expenses of Omaha Bridge are as follows:

	1876.	1877.
Earnings.....	\$482,862 88	\$476,273 16
Ordinary expenses.....	\$192,221 29	\$174,644 48
Rip-rapping.....	34,267 16	42,826 54
Rep. Bridge blown away.....		61,699 99
Total expenses.....	\$226,498 45	\$278,671 01
Surplus.....	\$256,364 43	\$196,602 15
Interest on bonds.....	\$225,006 58	\$199,655 68
Bonds redeemed.....	51,000 00	54,000 00
Total.....	\$276,006 58	\$253,655 68
Deficiency.....	\$19,742 10	\$67,053 48

The sales of land compare as follows:

	Acres.	Amount.	Average per acre.
1876.....	125,905.21	\$375,540 82	\$2 98
1877.....	69,015.87	343,768 02	4 98
Increase.....			\$2 00
Decrease.....	56,889.34	\$31,772 80	

The sales during the first six months of 1877 were quite small, owing to the dread of the grasshoppers, which destroyed almost the entire crop of 1876.

The crops of 1877 were excellent and have caused considerable demand for our lands, as well as giving the road a large and increasing business.

	Acres.	Amount.
The total sales to December 31, 1877, were.....	1,394,108.31	\$6,083,510 02
Less sales canceled.....	75,829.01	366,384 79
Total.....	1,318,279.30	\$5,717,125 23
Average price, \$4 33.6.		
Interest received on contracts.....		\$502,021 92
Received on forfeited contracts.....		46,091 61
Total proceeds.....		\$5,265,238 76
Less exp. Land Dep't.....		\$328,483 46
Less taxes on land.....		581,003 03
Total.....		1,412,486 49

Total net proceeds..... \$4,852,752 27

Whole issue of land grant bonds.....\$10,400,000 00

Purchased and canceled to date..... 3,076,000 00

Outstanding December 31, 1877.....\$7,324,000 00

There is in the hands of the company contracts bearing interest, which are to be applied as fast as paid to canceling outstanding bonds:

Contracts.....\$3,009,117 20

Cash..... 406,085 00

Leaving to be provided for by future sales.....\$3,908,847 80

The company has on hand, still unsold, 10,764,761.947 acres of valuable farming, grazing and mineral lands.

#### Railroads of Rhode Island.

The Railroad Commissioner of the State of Rhode Island, in his Annual Report, just issued, under the head of "Work for the Year," says:

The New York, Providence and Boston Railroad Company have completed the Greenwood bridge; have laid fifteen miles of new steel rails; expended \$3,994 95 for new cars; \$2,333 81 for rent estate; \$3,162 58 for dredging; \$2,118 54 on ferry boat; \$15,091 55 for ferry slip at New London; \$3,129 88 for improving ferry at Groton, and \$2,619 34 for a tenant house. The whole amount expended during the year for maintenance of way, and for purchase or repairs of rolling stock, was \$226,865 60, of which \$222,870 65 was charged to expenses, and \$3,994 95 was charged to equipment account.

The Providence and Worcester Railroad Company have expended \$93,345 70 for purchase or repairs of rolling stock, and \$163,826 96 for maintenance of way. This makes a total of \$257,172 66, all of which was charged to expenses.

The Boston and Providence Railroad Company have completed a splendid and substantial bridge over the Blackstone River, at an expense of about \$65,000, a large proportion of which was charged to profit and loss and the balance to expenses. They have also charged to profit and loss \$31,654 07, as depreciation on some stock they held and for some accounts which they deemed to be worthless. They start on their new year with a credit on the profit and loss account of nearly \$400,000. They have expended during the year for purchase or repairs of rolling stock \$178,902 89, and for maintenance of way \$307,828 84, making total of \$486,729 23, all of which was charged to expenses.

The Hartford, Providence and Fishkill Railroad Company have expended for maintenance of way \$188,251 66, a large proportion of which was for new rails, and \$93,972 25 for purchase or repairs of rolling stock, of which \$2,602 72 was for new rolling stock, making a total of \$282,223 91, all of which was charged to profit and loss.

The Providence and Springfield Railroad Company have replaced about thirty tons of new iron rails. They report as expended for purchase or repairs of rolling stock \$2,176 84, and for maintenance of way \$6,981 12, which aggregate of \$9,157 96 was charged to expenses. They also report as expended during the year \$24,181 64, which was charged to construction account, and very properly so, as it was for land damages growing out of the original lay-out of their road, and for new stations, the building which had been deferred. They, however, commenced their new year with an addition of \$13,761 07 to their surplus account.

The Newport and Wickford Railroad and Steamboat Company have expended for purchase or repairs of rolling stock \$3,889 14, and for maintenance of way \$1,375 94, making a total of \$5,265 08, which was charged to expenses. The report of this corporation for this year is so entirely at variance with all other business matters of the year that I feel compelled to especially refer to it and that their position may be easily seen, I herewith compare their returns of the year with the one of the previous year:

	1876.	1877.
Total receipts.....	\$48,419 86	\$48,761 43
Net earnings.....	1,181 60	7,192 76

How this result has been obtained I cannot explain, particularly so, as the number of passengers, and tons of merchandise transported, have materially decreased, as compared with the previous year. They are, however, to be congratulated on the result, and they commence their new year with their debt decreased and \$4,488 40 added to their surplus account.

The Narragansett Pier Railroad Company have expended \$943 08 for purchase or repairs of rolling stock, and \$5,568 26 for maintenance of way, which amounts were charged to expenses. Their previous report being for only a portion of a year, I cannot well compare them.

The Wood River Branch Railroad Company have charged to expenses the \$344 88 as expended by them for purchase or repairs of rolling stock, with the \$1,778 65 expended for maintenance of way.

The Old Colony Railroad Company have expended during the year \$174,236 17 for purchase or repairs of rolling stock, and \$351,321 15 for maintenance of way, making an aggregate of \$525,557 32, which was charged to expenses. Ten new freight, and ten gravel and coal cars, have been added to their rolling stock, and five locomotives, three passenger cars, two baggage cars, twenty-one freight and nineteen gravel cars have been rebuilt. Four thousand and twelve tons of steel, and 1,260 tons of iron rails, and 102,435 new sleepers have been used in repairing and improving the track, and 1,217 tons of rails have been taken up, repaired and relaid.

The Fall River, Warren and Providence Railroad Company have paid \$5,356 05 for use of rolling stock, and \$2,517 16 for maintenance of way, which amounts were charged to expenses.

The Providence, Warren and Bristol Railroad Company have expended \$8,046 65 for purchase or repairs of rolling stock, and \$23,455 58 for maintenance of way, which total amount of \$31,502 23 was charged to expenses. Their net earnings for the year show an increase of \$19,387 76. They commence their new year with their indebtedness reduced \$20,000.

The New York and New England Railroad Company have expended as follows: \$102,717 94 for purchase or repairs of rolling stock, and \$289,866 24 for maintenance of way. This total of \$392,584 18 was charged \$350,265 37 to expenses, \$33,718 76 to construction, and \$8,600 05 to equipment. The amount charged to construction was \$1,639 99 for extension of double track, \$2,631 66 for improvements and land at Franklin, Mass., rendered necessary in order to make their connection with the Rhode Island and Massachusetts Railroad, and which charges are perhaps justifiable. The \$8,600 05 was for new cars. This charge, and the one for extension of double track, seems to me not to be justifiable, but I propose to refer to it again in another place in this report. They have laid during the year 1,445 tons of new steel rails and nearly 51,000 new ties. Their net earnings for the year show an increase of \$93,321 58 over the previous, while their receipts only show an increase of \$9,354 58. They commence their new year with their indebtedness reduced \$2,868 98 and their surplus increased \$70,521 60. This corporation has leased the Rhode Island and Massachusetts Railroad and are operating it.

The Pawtuxet Valley Railroad is leased to the Hartford, Providence and Fishkill Railroad Company.

The Union Railroad Company show an increase in their receipts of \$8,333 83, as compared with the previous year, with an increased expenditure, so as to make their net earnings somewhat less than the previous year.

As work proposed for the coming year, I do not hear of any to report, although I feel quite confident that should business matters decidedly improve, railroad enterprises that have been allowed to slumber will speedily assume life.

I dislike exceedingly to be compelled to report that any of our railroad corporations have again increased their equipment or rolling stock account.

In my last report I referred at length to this method of doing business: that various expenditures of the year, which, in my judgment, were nothing more or less than legitimate expenses, were charged to other accounts, and dividends were paid on a wrong basis.

Instead of changing my views, I am more strengthened in them that I am correct. When on account for rolling stock has once been opened, and the quantity requisite for the business has been procured and charged to it, there are only two ways to proceed. The original amount being carried forward from year to year, no other charges should be added to it. The two ways,



then, are as follows: If the amount for subsequent purchases of rolling stock, is to be charged to that account, then a certain percentage on the whole amount should be yearly charged to expenses, to equal the depreciation. The other way is: charge the full amount of each purchase to that account; and yearly, before making up the accounts of the year, have all the rolling stock appraised by competent, disinterested persons, and let the amount they report represent the full value on that account.

#### Northern Central Railway.

At the annual meeting of the stockholders of the Northern Central Railway Company, held in Baltimore on the 28th ult., the following gentlemen were elected directors: Thomas A. Scott, Wistar Morris, S. M. Felton, H. M. Phillips, George B. Roberts, Edmund Smith, George Small, B. F. Newcomer, S. M. Shoemaker, J. N. Hutchinson, Dell Noblit, Jr., and M. B. Sellers. Thomas A. Scott was elected President, A. J. Cassatt Vice President, Stephen W. White Secretary, John W. Davis (also General Agent) Assistant Secretary.

From the report which was presented we learn that the gross revenue of the main line with its leased and controlled roads was as follows:

From passengers.....	\$698,177 40
From freight.....	3,162,692 66
From express.....	69,278 29
From mails.....	46,191 05
Miscellaneous.....	104,048 88

Total.....\$4,070,387 78

And the operating expenses were:

For conducting transportation.....	\$862,697 63
For motive power.....	709,405 30
For maintenance of way.....	844,164 89
For maintenance of cars.....	255,441 69
General expenses.....	74,216 23

Total.....\$2,745,924 84

Leaving as net earnings.....\$1,324,462 94

In comparison with 1876 there was a decrease in gross earnings of \$299,537 72, equal to 6.85 per cent.

The total expenses in 1877, including \$185,433 74 for betterments, show a decrease of \$496,400 78, or 16.31 per cent less than 1876, making the increase in the net earnings \$196,863 03.

In addition to the net earnings of \$1,324,462 94 there was received from dividends and interest.....184,814 33

And contribution for operating Elmira, Chemung and Canandaigua divisions, (from Pennsylvania Railroad Company).....65,770 23

Total net receipts.....\$1,575,047 50

Of this, \$849,540 was applied to the payment of total interest on the entire mortgage indebtedness of the company. The remainder was further applied to payment of interest, rentals, etc., for other of the lines, making the total payments \$1,513,342 11; leaving balance of net income for 1877, carried to credit of profit and loss account, \$61,705 39. The item of \$145,625 30, interest and gold premiums upon the \$2,000,000 7 per cent gold bonds of the Shamokin Valley and Pottsville Railroad Company, appears for the first time. The board decided to charge hereafter the interest on these bonds to the annual income account, crediting to that account the net earnings derived from the operations of the coal property. Notwithstanding the fact that this large additional charge has been made to the income account, and that no credit has been taken for the net earnings of the coal property, which have not as yet been paid over to your treasurer, amounting to \$31,599 91; notwithstanding also the expenditure of \$185,433 74 for betterments to the property, the net earnings of the company have ex-

ceeded the charges of all kinds against the same by the sum of \$61,705 39. The board considers this to be a satisfactory result, when the continued depression of trade is considered, affecting very greatly, as it does, the coal and iron interests, which supply so large a proportion of the traffic of the lines.

In 1877 1,903,645 passengers were carried, a decrease of 423,953 over 1876. Revenue from passengers, \$698,177 40; decrease, \$233,605 52. Tons of freight moved, 6,160,171; increase, 581,147, or 10.42 per cent. The coal tonnage of the Northern Central was 899,151 tons, against 822,172 in 1876. The coal tonnage of the other lines shows an aggregate increase.

The board disposed of \$1,635,000 consolidated general mortgage gold bonds for \$1,433,404 16, which was applied, \$500,000 to the payment of York and Cumberland bonds due Jan. 1, 1877, and \$933,404 16 to redemption of bills payable. The amount of bills payable has been reduced from \$1,345,322 56 to \$376,557 77 in the year.

The profit and loss account is now debited with a balance of \$368,413 58. This has resulted from charging directly to this account the discount on all the company's bonds sold, and all the interest paid (prior to 1877) on the bonds of the Shamokin Valley and Pottsville Railroad Company. Sundry old claims paid, together with the depreciation of certain securities held by the company to represent the same at their market value, are also charged to profit and loss.

The report refers to the good results from the grain elevator at Canton, it having yielded over 7 per cent interest on the entire cost.

The prompt action of Mr. George C. Wilkins, Superintendent of the Baltimore division, and the sensible and prudent course of the other officers and men in the service of the company during the railroad strikes last summer are commended, and the board express gratification at the honorable action of both officers and employees. A decided improvement was made in the condition of the property throughout the year.

Mr. A. J. Frey, of York, offered a resolution accepting the report and thanking the board for the manner in which the affairs of the company had been conducted.

Mr. Edward Worthington, of Baltimore county, seconded by Mr. L. L. Conrad, Baltimore, offered a substitute that the report be referred to a committee of three, to be submitted at a future meeting. Mr. Worthington said a report had been read, and but few understood what they had heard. If stockholders are never to get anything, he wanted the fact to be known.

Mr. Conrad said the history of the company is that the more it earns the less show there is for stockholders. Interest on the bonds is always paid, but by some new sort of bookkeeping the reports are made to show that the stockholders are further from getting anything than before.

Mr. Frey said he had confidence in the management, and believed the stock will rise in the early future. Firebrands had been thrown in other meetings of the stockholders.

Mr. Thomas A. Scott said it was indirectly charged that the Northern Central was used to further the interests of another company. He wanted to say as positively and clearly as possible that such a charge is not true. On the contrary, the Northern Central had been allowed more than its proportion for business done, because of its terminal facilities, which could be said of but few other roads. The report was a clear, strong showing. Over \$700,000 remained to be used for other obligations, after paying all mortgage indebtedness. He did not think any road more solvent or stronger, and not 90 per cent of corporation or private business interests could make so good a showing for 1877. He objected to the criticism and innuendo against the board by Mr. Worthington's substitute. He said the directors of the Pennsylvania Railroad Company are honorable men. If the stockholders desire to examine the accounts of the company they will be granted every opportunity, but the public

would construe the adoption of the substitute as indicating a lack of confidence.

Other gentlemen took part in the discussion.

Mr. Worthington's substitute was defeated by a close vote, and Mr. Frey's resolution accepting the report was adopted.

A motion that hereafter annual reports be printed in two Baltimore and one Philadelphia paper a week before the meeting was seconded by Col. Scott, who heartily approved of that measure, and the motion was adopted.

#### The Silver Bill.

The following is the full text of the bill, entitled "An act to provide for the coinage of the standard silver dollar and restore its legal tender character," passed on the 28th of February, 1878, over the President's veto by a vote of two-thirds of each branch of the National Legislature:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled:

That there shall be coined at the several mints of the United States silver dollars of the weight of 412½ grains Troy, of standard silver, as provided in the act of January 18, 1837, on which shall be the devices and superscriptions provided by said act, which coins, together with all silver dollars heretofore coined by the United States of like weight and fineness, shall be a legal tender at their nominal value for all debts and dues, public and private, except where otherwise expressly stipulated in the contract, and the Secretary of the Treasury is authorized and directed to purchase from time to time silver bullion at the market price thereof, not less than \$2,000,000 worth per month, nor more than \$4,000,000 worth per month, and cause the same to be coined monthly as fast as purchased into such dollars, and a sum sufficient to carry out the foregoing provisions of the act is hereby appropriated out of any money in the Treasury not otherwise appropriated; and any gain on seigniorage arising from this coinage shall be accounted for and paid into the Treasury, as provided under existing laws relative to the subsidiary coinage; provided that the amount of money at any one time invested in such silver bullion, exclusive of such resulting coin, shall not exceed \$5,000,000; and provided further that nothing in this act shall be construed to authorize the payment in silver of certificates of deposit issued under the provisions of section 254 of the revised statutes.

SECTION 2. All acts and parts of acts inconsistent with the provisions of this act are hereby repealed.

SECTION 3. That immediately after the passage of this act the President shall invite the Governments of the countries comprising the Latin Union, so called, and of such other European nations as he may deem advisable, to join the United States in a conference to adopt a common ratio between gold and silver for the purpose of establishing internationally the use of bi-metallic money and securing fixity of relative value between those metals, such conference to be held at such place in Europe or in the United States at such time within six months as may be mutually agreed upon by the Executives of the Governments joining the same. Whenever the Governments so invited, or any three of them, shall have signified their willingness to unite in the same the President shall, by and with the advice and consent of the Senate, appoint three commissioners, who shall attend such conference on behalf of the United States and shall report the doings thereof to the President, who shall transmit the same to Congress. Said commissioners shall each receive the sum of \$2500 and their reasonable expense, to be approved by the Secretary of State; and the amount necessary to pay such compensation and expenses is hereby appropriated out of any money in the Treasury not otherwise appropriated.

SECTION 4. That any holder of the coin authorized by this act may deposit the same with the Treasurer or any Assistant Treasurer of the United



States in sums not less than \$10, and receive therefor certificates of not less than \$10—each corresponding with the denominations of the United States notes. The coin deposited for or representing the certificates shall be retained in the Treasury for the payment of the same on demand. Said certificates shall be receivable for customs, taxes and all public dues, and when so received may be re-issued.

#### Housac Tunnel.

The annual report of General Manager Prescott, sent to the Senate on the 1st inst., embraces the usual detailed description of the line; also a statement of the Treasurer that there remains on hand of the appropriation of 1877 for the completion of the road the sum of \$17,248 75, and also the \$10,000 to construct the Union Station at North Adams. It also embraces the detailed report of Wm. P. Granger, chief engineer of the work accomplished under his supervision during the year, the most important of which was the building of the facade at the east end and on the arch at the west end of the little tunnel. Work has been commenced upon the central drain in the tunnel, and will be covered by the first of March. The matter of the Connecticut River Railroad crossings, and the freight and passenger accommodations at Greenfield, and the passenger station at North Adams, are referred to in detail, and the desirability that these conveniences should be speedily provided is emphasized. No accident of any nature has occurred on the road during the year, and the road and road-bed are in excellent condition. In the experience of a year and a half there has been at no time the slightest trouble in the tunnel for want of ventilation, and when the wind is in certain directions the tunnel is often entirely free from smoke. The economy of double tracking the tunnel at the present time is suggested on the ground that material and labor can be obtained at low prices. The increase of business during the year has been highly satisfactory, the number of passengers over the road has been 120,879 against 68,715 in 1876. The total tons of freight moved over the road was 325,992. The total tons of through in 1877 were 282,987, against 202,093 in 1876. The total receipts were: For passengers \$46,825 67; for freight tolls, \$92,869 90; for mail service, express and extra baggage, \$4,445 68. The total expenses were \$60,285 31, of which \$2,416 27 were for re-rolling old iron, leaving the net receipts of the road \$97,905 94. This is nearly equal to five per cent on two millions of the debt incurred in construction of this tunnel. The New York Central Road is sending a large business over the line, placing it on equal terms with all its other connections. If the present policy is fixed and rendered permanent through a constitutional amendment the New York Central Company would send over this line an amount of business which would soon settle the question as to whether the Troy and Greenfield Railroad and Housac Tunnel would earn a net sum annually sufficient to meet the interest on the debt incurred in their construction, and the manager adds: "But I have yet to learn that the New York Central Company object to the use of the Southern Vermont road, or any other connecting line which may be built to it on equal terms. They are certainly in a position in every respect to fear no railroad competition for business over this road." The Troy and Greenfield railroad with its present connections stand the fourteenth in tonnage of our twenty six railroads. When it is considered

that it moves but a few cars of coal, while the others move coal in large quantities, it becomes evident that it moves a larger tonnage in general merchandise than several of the oldest corporations.

Comparative statistics of the Fitchburg and Boston and Albany roads are introduced showing that the business of the former exceeds that of the Boston and Albany nine years ago, and that the Boston and Albany road still increases its tonnage, notwithstanding the large and increasing business through the tunnel. The manager discusses his duties at length, and argues that he is the agent of the Governor and Council, and has no executive authority to make combinations or originate contracts. Had the manager the authority, he could enforce no such contracts for business over connecting lines over which he has no control. His protest against the policy of the Troy and Boston Company in declining to run the express train reaching Troy during Saturday night, thus obliging passengers either to stay over Sunday in Troy, or transfer to, and purchase local tickets to Boston on the train run through by the Boston and Albany Railroad—thus far has led to no change of policy on their part in these respects although it is directly and indirectly very prejudicial to the interests of the line. The relations with the connecting roads have been satisfactory and some improvements are suggested. In conclusion he concurs with the Legislative Committee of last year, that the present system of management should continue at least five years.

#### Northern Railway of Canada.

At the annual meeting of the proprietors held in Toronto on the 20th ult. the Secretary read the following report of the Canadian directors for the year 1877:

To the Proprietors of the Northern Railway of Canada:

The Canadian directors have the honor to present their report for the year ending 31st December, 1877:

The gross traffic receipts have amounted to \$728,472 10 (£149,686 1s. 9d. stg.) as against \$784,801 88 in 1876, showing a decrease of 7.17 per cent.

The working expenses of the year have amounted to \$415,778 15 (£85,432 10s. 0d.) as in comparison with \$458,552 22 (£94,223 1s. 1d. stg.) in 1876, and showing a decrease of \$42,779 07, or 9.06 per cent. In relation to gross earnings, the working expenses of 1877 have shown a rate of 57.07 per cent, against 58.42 in 1876, being a reduction of 1.35 per cent in favor of 77.

The net revenue of the year has amounted to \$312,699 15 (£64,253 5s. 0d. stg.) as against \$326,249 16 (£67,037 10s. 0d. stg.) in 1876, being a reduction of \$13,550 01 (£2,784 5s. 0d. stg.) or a decrease of 4.15 per cent.

It will thus be seen that whilst the general stagnation of trade has pressed upon the company's resources with some severity, the effect has been practically overcome by the reduced cost of working, resulting from the falling prices in the year of wages and supplies of all classes; and although exceptional expenditure has unavoidably occurred in Parliamentary and kindred services, and although the burthen of taxation has sensibly increased, yet on the whole the net revenue has been well maintained to the average of previous years.

By reference to Account No. 2, it will be found that all the maturing revenue liabilities of the company have been duly paid, that the interest of every class of its debentures (including the new five per cent, issue) has been punctually met at due dates, and that in addition to a charge of \$18,364 69 (£2,746 3s. 5d. stg.), on new and additional works, rolling stock, &c., the sum of \$11,105 94 (£2,282 0s. 10d. stg.), has been appropriated to the writing off and closing of suspense accounts, bad and doubtful debts, and the like; carrying forward a balance of \$1,618 71, (£332 12s. 3d. stg.), to 1878.

The works and equipments of the lines have

been maintained in thorough condition of repair and efficiency, and its traffic has been operated with unbroken punctuality and safety, all accident and damage claims to person or property being represented by the small charge of \$829 31, (£170 8s. 1d. stg.).

The Company's Act of 1877, reported at the last annual meeting, has been availed of by an issue of five per cent first mortgage bonds on favorable terms; and thereupon the financial conditions imposed by the Government of Canada have been complied with, and every liability to that government paid off.

Under authority of an unanimous vote of the proprietors at a special general meeting held on the 14th November, 1877, a lease of the line of the North Simcoe Railway Company has been concluded, to take effect on the completion of that railway ready for traffic operation. Under the lease (which will be laid before you) this company will not be involved in any responsibilities or engagements other than as lessees, working the completed line under revenue arrangements.

As some doubts have been raised as to the respective powers of the companies, it has been thought expedient to introduce a bill confirmatory of the lease, and it is proposed to avail of the opportunity for securing such general powers as will prevent the necessity for further appeals to the legislature in regard to the leasing or working of the lines of other companies, and for securing and defining the rights of the company in connection with the extensive system of sidings and branches constructed upon and serving the properties of its customers. The draft bill, already deposited, will be submitted for your approval.

Appended are the reports of the auditors, with the balance sheet and usual departmental and statistical returns.

All respectfully submitted,

By order,

WM. THOMSON, President,

FRED. COMBERLAND, General Manager,

WALTER TOWNSEND, Secretary.

Toronto, 29th February, 1878.

#### Cleveland and Pittsburg Railroad.

The income of the Cleveland and Pittsburg Railroad Company for the year ending December 31, 1877, was as follows:

From passengers.....	\$460,745 30
From freights.....	1,766,227 68
From mails, express, etc.....	103,860 68
From Pittsburg, Fort Wayne and Chicago consolidated earnings...	61,492 07

Total income.....\$2,392,325 73

And the expenditures were:

Conducting transportation.....	\$412,994 67
Motive power.....	288,308 20
Maintenance of way..	338,547 99
Maintenance of cars..	121,508 66
General expenses and taxes.....	120,307 65

\$1,291,662 18

Rental, interest, etc..
 1,248,950 69 |

Sinking funds.....
 63,824 00 |

2,599,436 87

Deficit in the year's account... \$207,111 14

—being less than the deficit for last year by \$5,305 78.

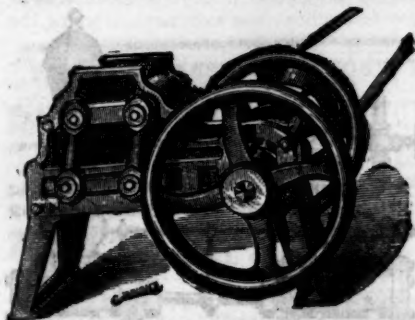
The results as compared with those of the previous year are as follows: the earnings from passengers, freight, etc., increase, \$48,808 93; the operating expenses, decrease, \$99,765 29; the net earnings of the road proper, increase, \$148,689 22; the receipts from settlement of consolidated earnings with Pittsburg, Fort Wayne and Chicago Railway, decrease, \$140,496 98—leaving an increase in the net income of \$8,092 24. These results are regarded as very favorable under the existing situation, being an earning of 5½ per cent on the capital stock after deducting interest



on bonds. Rental paid to Pittsburgh, Fort Wayne and Chicago Railway, and Sinking Fund contributions, as follows: total income, \$2,392,325 78; operating expenses, \$1,291,862 18; interest on bonds, \$346,871 11; lease of track and interest P., F. W. & C. Railway, \$100,652 05; sinking funds, \$68,824; total expenditures, \$1,802,669 34; balance applicable to dividends, \$589,616 39; being 5 1/4 per cent, as above stated, on \$11,240,934—the amount of outstanding capital shares, after reducing the \$19,800 of old certificates outstanding to their equivalent in the guaranteed 7 per cent shares.

A bill passed the U. S. Senate to authorize the construction of a bridge over the Missouri, at or near Glasgow, Mo.

## The Alden Crusher.



New in Principle, Simple in Construction,  
Economical in Use of Power, and of  
Remarkable Efficiency.

**FOR BREAKING STONE FOR  
BALLASTING RAILROADS,  
McAdamizing Streets,**

AND FOR  
CRUSHING AND PULVERIZING  
ORES OF ALL KINDS,

**NO LOST MOTION, ADJUSTABLE,  
DURABLE, PORTABLE.**

SEND FOR ILLUSTRATED CIRCULAR.

**COPELAND, DODGE & CO.,  
206 Broadway, N. Y.**

## PATENT MINERAL WOOL.

THE BEST

**Insulator of Heat or Cold.**

A 3 INCH LINING SUFFICIENT FOR  
Hot Blast-pipes, Furnaces, &c.

CHEAP ENOUGH  
FOR LINING FRAME-HOUSES,  
AND FIRE-PROOF.

STATE RIGHTS FOR SALE.

Address for circular:

**Alexander D. Elbers,  
P. O. Box, 4461. 26 1/2 BROADWAY, N. Y.**

## Hopkins' Patent Lead-Lined JOURNAL BEARINGS.

USED ON NEARLY ALL THE  
Leading Railroads of the United  
States and Canadas.

NON-HEATING,  
PERFECTLY SELF-FITTING,  
CHEAPER AND BETTER THAN ANY OTHERS.

**D. A. HOPKINS,**

Patentee and Manufacturer,  
113 Liberty Street, New York.

**FINANCIAL MATTERS**  
**ALEX. FROTHINGHAM & CO., BANKERS AND**  
Brokers, No. 19 Wall St., make for customers desirable investments of large or small amounts in stocks of a legitimate character, which frequently pay from five to twenty times the amount invested every thirty days.

Reliable stock privileges, negotiated at favorable rates. Stocks bought and carried as long as desired on deposit of three to five per cent. Circulars and weekly reports sent.

## JOHN HICKLING'S, 62 Broadway

AND

**21 New Street,**

You can buy and sell Stocks in lots to suit, one per cent margin.

Reliable privileges accepted as margin.

Commissions 1-16 on 100 shares.

Operators can execute their orders at

**JOHN HICKLING'S.**

## WM. A. GUEST & CO., No. 17 Nassau Street, NEW YORK.

Purchase all marketable Railway Securities. A specialty of Stocks and Bonds of Roads leased to Erie and New York Central, either interest-paying or defaulting. Also, Stocks and Bonds of City Railroads.

## Can I Obtain a Patent?

This is the first inquiry that naturally occurs to every author or discoverer of a new idea or improvement. The quickest and best way to obtain a satisfactory answer, without expense, is to write to us describing the invention, with a small sketch. All we need is to get the idea. Do not use pale ink. Be brief. Send stamps for postage. We will immediately answer and inform you whether or not your improvement is probably patentable; and if so, give you the necessary instructions for further procedure. Our long experience enables us to decide quickly. For this advice, we make no charge. All persons who desire to consult us in regard to obtaining patents are cordially invited to do so. We shall be happy to see them in person at our office, or to advise them by letter. In all cases, they may expect from us a careful consideration of their plans, an honest opinion, and a prompt reply. TOTAL COST OF U. S. PATENT, ONLY \$55. N. B.—These are by far the SAFEST, BEST and CHEAPEST terms offered by any responsible Patent attorney in the United States. For all further information, please address: HENRY GERNER & SON, 24 Barclay st., P. O. Box 4,544, New York.

## A. WHITNEY & SONS, CAR WHEEL WORKS,

Callowhill and Sixteenth Sts.,

**PHILADELPHIA, PENN.**

FURNISH CHILLED WHEELS for Cars, Trucks and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE.

**Knox & Shain,**

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.)

## EDWIN H. BROWN,

7 Warren Street, New York,

Solicitor U. S. & Foreign Trade Marks & Patents.

Make a note of the time when you first think of an invention, date and keep all writings, sketches, drawings and models of it. It will be well to have persons sign the former as witnesses, and this may be done without exhibiting the contents. To establish title to your invention, even after obtaining a patent, you may have to prove that you made before any one else, and never gave it up.

## THE ROGERS Locomotive & Machine WORKS

**PATERSON, N. J.**

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING.

**LOCOMOTIVE ENGINES,  
AND OTHER VARIETIES OF  
RAILROAD MACHINERY.**

**J. S. ROGERS, Pres't.  
R. S. HUGHES, Sec'y. Paterson, N. J.  
WM. S. HUDSON, Sup't.**

**R. S. HUGHES, Treasurer,  
44 Exchange Place, New York.**

## THE PHOENIX IRON CO.,

110 Walnut St., Philadelphia,

MANUFACTURERS OF

CURVED, STRAIGHT AND HIPPED

## Wrought Iron Roof Trusses

**BEAMS, GIRDERS AND JOISTS,** and all kinds of Iron Framing used in the construction of iron roof buildings.

**DECK BEAMS, CHANNEL, ANGLE AND T BARS**

curved to template, largely used in the construction of Iron Vessels.

**Patent Wrought Iron Columns,**

**Weldless Eye Bars,**

for top and bottom chords of bridges.

**Railroad Iron, Street Rails, Rail Joists and Wrought Iron Chairs.**

Refined Bar, Shoeing, and every variety of Shipping Iron Made to Order.

Plans and Specifications furnished. Address

**SAMUEL J. REEVES, President.**

## FULLER, LORD & CO.,

**Machine-Forged Nuts,**

**BOLTS & NUTS,**

**WROUGHT WASHERS,**

**BOONTON CUT NAILS,**

**139 Greenwich Street,**

**NEW-YORK.**

## Jersey City Steel Works.

**JAS. R. THOMPSON & CO.,**

MANUFACTURERS OF

HAMMERED AND ROLLED

## CAST STEEL,

OF ALL DESCRIPTIONS.

**Warren Street, Jersey City, N. J.**

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Arc, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sward, Bayonet, Rifle, and Pistol, made to order.

**Jas. R. Thompson,  
J. H. GAFFNEY, D. C. GAUTIER, H. DICKINSON,**



## The Coal Trade.

For the week ending the 23d ultimo, the total anthracite production, as reported by the several carrying companies, amounted to 280,102 tons, against 267,074 tons in corresponding week last year, a decrease of 8,972 tons. The total amount of anthracite mined for the coal year is 1,788,747 tons, against 1,980,987 tons for same period last year, a decrease of 191,840 tons. The quantity of bituminous coal sent to market for the week amounted to 38,881 tons, against 56,888 tons in corresponding week last year, a decrease of 23,807 tons. The total amount of bituminous mined for the year is 251,344 tons, against 407,290 tons for corresponding period last year, a decrease of 155,946 tons. The total tonnage of all kinds of coal for the week is 268,433 tons, against 323,712 tons in corresponding week last year, a decrease of 60,279 tons. The total tonnage of all kinds of coal for the coal year is 2,040,091 tons, against 2,387,877 to same date last year, a decrease of 347,286 tons. The receipts at Perth Amboy for the week ending on the 23d ultimo were 7825 tons, the shipments 5789 tons, leaving a stock on hand of 108,068 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of February was 79,458 tons, of which 62,838 tons were coal, and 16,820 tons coke. The total carried for the year is 601,498 tons, of which 489,863 tons were coal and 131,630 tons coke. These figures embrace all the coal carried over the road, east and west. The Reading Railroad brought 18,000 tons of coal last week to Port Richmond whilst 17,600 tons were shipped thence. There were 80,500 tons shipped over the Reading Railroad for the week ending Saturday, March 2. —Phila. Ledger, March 4.

A bill has passed the U. S. Senate authorizing the Arkansas River Transportation Co. to build a bridge over Arkansas river.

## Steam Office Watchman!!



THIS GAUGE IS USED IN HOTELS, STEAM-ERS, Manufactories, Breweries, etc. The Inventors of this combined "Pressure Gauge" and "High-Pressure Alarm" have, after many years of persistent effort and at great expense, succeeded in perfecting a reliable and accurate instrument for measuring either air, steam or water when subjected to pressure, and for denoting the same by an automatically written tracing upon Edison's Patent Logs or "Charts." No manufacturer or steam user can afford to be without them. Circulars sent on application to **M. B. EDSON, 91 Liberty St., N. Y.**

## ESTABLISHED IN 1836.

GEORGE LOBDELL, Pres't  
WM. W. LOBDELL, Sec.  
P. N. BRENNAN, Treas.  
**Lobdell Car Wheel Co.,**  
Wilmington, Del.

## RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,  
23 Nassau Street,  
NEW YORK.

**EDWARD W. SERRELL,**  
CIVIL ENGINEER,  
78 & 80 BROADWAY,  
NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

## PATENTS.

**T. D. STETSON,**  
Solicitor of American and Foreign Patents.  
23 Murray Street, New York,  
(Near New Post Office.)  
Send for circular.

**E. Stuart Willis,**  
ATTORNEY & COUNSELOR AT LAW.  
**NOTARY PUBLIC.**  
241 Broadway, New York.

Special attention paid to Railroad, Mining and Manufacturing Interests.

## Hynes' and Abbott's Patent VENTILATORS.

TIN AND SHEET IRON WORK.  
WEST'S SQUARE TUBE COPPER.  
OTIS' PATENT AND OTHER  
**LIGHTNING RODS.**  
Pumps, Windmills, etc.  
WEST & CANNON,  
40 Cortlandt St., New York.

## THE ALMOND CHUCK



Is the BEST, most Elegant and Durable, simple and cheapest Chuck in the market. Thoroughly well made.  
All Steel. Price \$5.  
T. R. ALMOND,  
84 Pearl St., Brooklyn, N. Y.

## SELF-OILING CAR AXLE BOX.

No Waste of Oil. No hot journals. 62,000 miles run without re-oiling. Also

## SHAFTING BOXES.

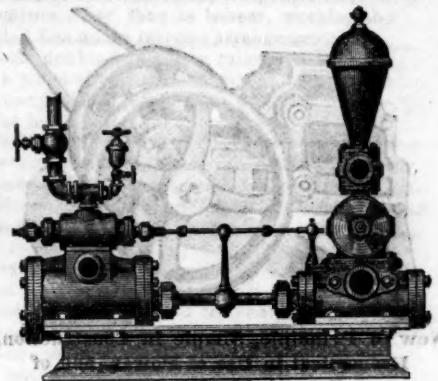
Call and examine boxes and certificates, or send for descriptive circular. J. B. TOMLINSON,  
80 & 82 White St., New York.  
MARSHAL B. STAFFORD,  
JAMES H. COVELL,  
93 Liberty Street, New York.  
Trial Box furnished free on application.

**LENG & OGDEN,**  
**IRON & STEEL**  
MERCHANTS,  
4 Fletcher and 212 Pearl Streets,  
NEW YORK.

## GENERAL AGENTS FOR

Lansdell & Leng's Lever and Cam Valves, for water, steam, gas, etc.  
The Steam Water Station Company's Lansdell's Patent Steam Syphon Pumps.  
Credenda Steel Gun Barrels, Moulds, etc.  
Patent Weldless Cold Drawn Steel Tube Company.  
Marsh Brothers & Co.'s Cast Steel, German Steel, Machinery Steel, Files, etc.

## STEAM PUMPS.



## IMPROVED NIAGARA STEAM PUMP.

Marine Steam Engines. Stationary Steam Engines  
Marine and Stationary Boilers. Hydraulic Elevators  
for Buildings. Pulleys, Shafting and Hangers a specialty.

**NORMAN HUBBARD,**  
93 to 97 Pearl St., Brooklyn, N. Y.

The George Place Machinery Agency.  
Machinery of Every Description.  
121 Chambers and 103 Reade Streets, New York.

## OFFICES TO LET,

WITH ALL THE MODERN IMPROVEMENTS,  
SPLENDID LIGHT & VENTILATION, SUITABLE  
FOR  
Banks, Bankers, Brokers, Merchants, Lawyers,  
Railway, Insurance, and other Companies,  
IN BUILDINGS

38, 39, 40, 42, 57, 64, 66, 69, 71, 73, 75 and 80  
**BROADWAY**  
Nos. 5, 7, 17, 19, 34, 36, 49 and 53 NEW ST.,  
Nos. 17, 19, 21 and 38 BROAD ST.,  
Nos. 55 and 57 EXCHANGE PLACE.  
**ALL NEAR WALL STREET.**  
And No. 4 WALL STREET.

APPLY AT THE OFFICE OF

**EDWARD MATTHEWS,**  
No. 71 Broadway.

## Proportional Parallel Rule,

T Square and Protractor Combined.  
FOR ARCHITECTURAL AND MECHANICAL  
draughtsmen, surveyors, engravers, students in  
industrial drawing and art studies. Engineers and  
draughtsmen approve of it, and consider it the best in-  
strument for the purpose ever invented. Can be seen  
at the office of the inventor, patentee and manufacturer,  
W. GARDAM & SON, who construct and re-  
pair engineering and astronomical instruments, etc.  
112 John Street, New York  
Send for illustrated circular.